HONGRONG WEEKLY

PRESS,

with which is incorporated the CRUMA OVERLAND TRIDE REPORT,



DIRECTORY & CHRONICLE FOR 1908.

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BIRTHS. On June 20th at the Victoria Hospital, the wife of R. H. A. Chaig, of a daughter. On 20th June, at No. 6, Langford Place, Sr. John's Wood, London, the wife of Herbert W Looker of Victoria, Hongkong, Solicitor, of a

Hongkong Office: 10A, DES VOUR ROAD C LONDON OFFICH: 131, FLHET STREET, E.C.



Hongkons, June 22nd, 1908.

An article of much interest at the present time on the subject of Socialism, appears in the Revus des deux mondes from the pen of Mr. PAUL DUBOIS, a well known and very able political writer. It deals with what designated "Municipal Socialism in England " and, after giving an exhaustive account of the manner in which socialistic principles bave been adopted by various municipalities in that country treats, incidentally of the whole subject of socialism both in England and France, and shows the danger of such a system if applied to the

The difficulty of arriving at any conclusion on the subject of Bocialism is that the term is used with a great variety of meanings. For all that has been said about Socialism for years past it would be difficult to give any exact definition of what the term really means. The idea of very many is that Socialism is some recently discovered means of putting an end to all the evils of poverty -to low wages, to sweating, to unemployment, to the wretched surroundings of the slums in which many have to pess their lives. This end appears so desirable that people are inclined to believe in any means, which have a plausible appearance of being likely to attain it; and the subject hus affords an endless to pic to the vast number of orators, the power of whose taken warning and have set their face the publishers.

of all that can be said on the other side. The curious fact, however remains that most of those who have actual knowledge of the poor and have taken an active part in creed and are fully alive to its practical futility, and indeed, to its danger. Those best conversant with the subject are aware that there will always be a large class whose condition it is impossible to improve for the simple reason that they make no effort in that direction themselves; and that without this no artifical economic measures can produce, any permanent good. It will be long before anything like unanimity will be arrived at on this broad bearing of the subject, but individual parts of the Socialist" propaganda of a less sweeping character are already being accepted, and they may form a temptation to go to further and dangerous lengths. What really is aimed at by the Socialists is nothing less than a system of nationalised charity-an arrangement ( some kind by which constant and permanent assistance is to be given in various ways to the poor at the expense of the public generally. It is not considered that if this would be a diminution in the sums which are voluntarily given to a very large amount in the form of public and private charities. Such, however, would undoubtedly be the case, though it would be difficult to establish the fact by statistics. Up to the present only two measures of

the Socialist school have been considered as within the range of state politics, namely old age pensions and the nationalisation of railways, and for both, plausible reasons are urged. The former, however, stands on totally different footing to the latter-Relief of the poor has to be provided in some form by public bodies or by the State and on this ground the matter may be deemed one which Government may undertake within reasonable limits. Time, however, was when both these schemes would have been condemned upon the hitherto accepted principle that matters which can be done by private persons should be left to them and will be better performed by them than if under. taken by Government, The principle of old age pensions however appeals to very natural and respectable feelings of compassion, and in this way may perhaps b accepted though father upon motives of kindliness than of sound judgment—and in deed it seems to have been approached much in this mood by the Liberal party at home. There was, however, a good deal of party policy in their action. Although the labour party are not in favour of the more extreme recommendations of the Socialists, the particular scheme of old age pensions is certain to be popular with them - and the Labour party must be conciliated in view of a possible general election. It has, however, been often pointed out that a suitable provision for old age can be secured by the payment of a very small sum in early years, and there would seem no reason why some kind of working-men's deferred annuity company might not be established. which would secure the end in view quite as effectually as any Government system. This, however, may be considered impossible on account of the inherent want of prudence which characterises the working classes in England, and there may, on this ground, be reasons for making the concession though it certainly is a serious one when though £6,000,000 are now spoken of, it is cost the country a much as £80,000,000 per annum before it has been in existence many years. The question, however, of the national

isation of railways stands upon a very different footing-and the results would undoubtedly be very serious if any such measure were adopted. Of this we have the valuable object lesson to which Mr. PAUL DUBOIS calls attention, the result of administration on Socialistic lines by various large municipal bodies in England, hardly any case has the experiment been in the long run pecuniarily successful and in most instances, the effect of the municipalities undertaking the work of supplying gas, water, tramways, electrical force. eleby private enterprise. But the effect politically has been enormous." The employment of so many workmen has placed a large number of votes directly for the councils, and indirectly for Parliament at the disposal of those connected with these Councils. The workmen by the municipal bodies have been really masters of the situation and have been able to make their own terms both as to employment and payment. It is satisfactory to notice that the London County Council have recently

speeches is the result of a appy ignoring | against the system which they had hitherto been following in common with other municipal institutions. No one, with these facts before him, can doubt that the effect of nationalising the railways and other like relieving them are opposed to the socialistic services would be the same as that which has attended the like movement on the part of the municipalities. The railways would be less effectively administered, but a vast number of working men would be under the direct employment of the Government and, as most of these men would represent a vote, no Government could remain in office who did not conform to their views. This combined with the great powers the working classes already possess by means of their trade unions, would throw the whole governing force into their hands and an opening would be thus given to the introduction of the more drastic measures. which the Socialists desire to see carriedall having for their object the taxation of these who have something, in favour of down. those who have nothing. This may be very creditable though vicarious benevolence but it is very bad statesmunship and can only lead in the end to the impoverishment of the community as a whole and to the increase of the evil which it is designed to correct. and could be attained, the necessary effect speaking of the effects of Socialism in France M. Dubois says "it may be truly said that the large number who vote can, with impunity, place burdens upon the small number who pay." If Socialism, in the form of placing railways and the like enterprises directly under the management of the Government, were introduced we should soon arrive at a similar state of affairs in th United Kingdom.

> Tenders are invited for the deepening of the refuge at Ciuseway Bay.

Eight cases of plague, seven fatal, were reported during the day ended noon 20th June.

The members of the new infantry company of Volunteers are to meet their captain on Friday night.

The steamer Hanping launched by Messrs. Bailey and Company underwent its trial trip on Saturday Mernoon.

The American Consul General informs us o the receipt of a telegram from Manila date June 20th reading - Depression N.E. Manila moving probably North-wards."

His Excellency the Governor has been pleased to recognise, provisionally and pending the receipt of His Majesty's exequatur, Mr. Joso Josquim Leiria as Consul for Portugal in Hongkong.

Mr. L. A. M. Johnston, Postmaster General has been appointed Colonial Treasurer, during the absence on leave of the Hon, Mr. A. M Thomson, or until further notice, with effect from the 16th instant.

Mr. Lau Chu-pak, after serving three years on the Committee of Chinese dispensaries, has resigned owing to pressure of business. Mr. Lau did good work in helping to educate the Chinese in laws of sanitation, and his resignation will be felt as a distinct loss.

Some misgiving is likely to be aroused by the return of the Imperial Maritime Customs, just issued, which shows that while the duty collected on foreign opium decreased by 31,767 tae's, the duty on native opium increased by 72,398

The Japan Advertiser prints a telegram state ing that the Cunard liner "Mauretania" has still further lowered the Atlantic record, her latest crossing being made in the wonderful time of 4 days, 20 hours, 15 minutes. The granting of a subsidy by the British Government to the Canard Line is now assured.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to Ordinance No. 11 of 1908,-An Ordinance to authorise the appropriation of a supplementary sum of one hundred and sixty-six thousand seven hundred and thirty-five dollars and eighty-five cents, to defray the charges of the year 1907.

The reconstruction of the South Manchurian Railway lines into broad gauge having been completed, the rolling stock used on the narrow gauge lines has become useless, and it is now being collected at Liujution and Thiren for the Purpose of transportation to Japan. The roll. ing stock to be sent home consists of 217 engines, 3,200 goods trucks, and 200 passenger

We are informed by the Colonial Secretary The Osaka Asahi states that Java crude that Mr. Clementi's paper entitled "Calculation | sugar began to rise in price as the sugar season of the Percentages of Opium Smokers in China approached and not a few Chinese merchants Sau-Chuan and Hongkong" was not laid on the | who held stocks made large profits. The sugar. phone service and the like, has proved con- table at the last meeting of the Legislative market in China is reviving, and the export of clusively that the work could have been Council. The document, he writes, was not sugar from Japan showed a marked increase done much more cheaply and efficiently intended for publication at the present time and last month. The total export of the Japan serious inconvenience has been caused by giving it publicity.

The following appears in the Governmen. Gazette: - With reference to Government Notic fication No. 194 of the 20th of March last, it is hereby notified that, as only one purchaser of the Government Gazette has applied to have a corrected copy of the local Hansard included with the copy of the Gazette issued next but one after each meeting of the Legislative Council, the offer made in Government Noti. fication No. 194 is now withdrawn, and any person who desires to obtain copies of the local Hansard should order them direct from

It is reported from Peking that Sir John Jordan has communicated with the Waiwupu recommending the establishment of wireless telegraph stations along the whole maritime coast of China, which includes the coast lines o Chihli, Shantung, Kiangau, Chekiang, Fukien, and Kwangtung provinces.

A proposal is made by the South Manchurian Railway Company to lease the Tairen (Dalny docks belonging to the company to the Kawasaki Dockyard Company, of Kobe, and negotiations are said to be progressing between the two companies regarding the terms of the lease. It is not yet decided whether the docks will ! leased as a whole or in part,

The board of directors of the Japan Sugar Refining Company propose to pay a dividend .It is stated that some of the shareholders desire the rate should be 20 per cent. in view of the result of the working for the period, but the company recommends that the amount to be placed to the reserve should be increased to YI00,000 and the value of property written

So far, nothing has been said officially to sonneet Sarawak and British North Borneo, either directly or indirectly, with the dependencies which are about to "give up" the opium traffic and the revenue arising from it. Why are these two British-protected, yet semi. independent, States to be allowed to escape from the net which, according to the Under Secretary of State, has caught the Eastern Crown Colonies and the semi-independent Federated Malay States?

Last month the United States Circuit Court of Appeals at San Francisco dealt with the appeal of the owners of the "Tacoma," the North-Western Steamship Company, against Thomas Turtle et al. and Charles H. Robertson et al. The decree of the lower Court awarding seamon of the steamship 'Tacoma" damages for exposure and suffering after having been tricked into a blookede-running expedition during the Russo-Japanese war was affirmed by the Appeal Court.

The Russian steamers "Amur" Dnieper," belonging to the Far East Steamship Company, are still detained at Nagasaki where they were attached three months ago by the Hitakata Colliery Company, of Nagasaki, on a claim against coal supplied amounting to about Y20,000. According to a Nagataki dispatch, all remittances having stopped, the captains of the two steamers have no means to purchase provisions for the crew and have appealed to the Russian Embassy in Tokyo for assistance. The Russian Consul at Nagasaki has sent a telegram to the owners of the steamers at Vladivostok urging that a remittance should be sent without delay.

The question whether the threat of excommunication in certain circumstances is not an infringement of French law has arisen before the Brittany Courts in connection with the solion of a Lorient priest, who was summon od before the local Police Court for having brandished the thunders of the Church over the heads of a prospective purchaser of ecclesiastical property in his parish. The magistrates decided that there had been no breach of the law and their decision was confirmed by the Rennes Court of Appeal. The case, however, has now come before the Court of Cassation, which has quashed the Rennes judgement. The case will be tried over again in another local Court.

The U.S. Senate has passed the Diplomatic and Consular Bill for the purpose of affording American representatives the means of main. taining more adequate establishments. Its unanimous support is said to have been due to the recent Hill-Tower diplomaticfincident at Berlin-Increased salaries for Ambassadors and Minis. ters are favoured, and the Bill provides an appropriation for the purchase of the embassy proceedings by a Choate story. The Ambassador was strolling simlessly one night, and was told by a policeman that he must go home. "I have no home," Mr. Choate replied; "I am an American Ambassador."

A St. Petersburg message to the "Correspondance Russe," says it is rumoured that three foreign banking houses have applied to the Government for the Amur Railway concession. They are understood to have proposed the following terms: (1) the concession to be for a term of forty years, after which the entire enterprise shall revert to the State; (2) the company formed by the banks in question to be granted land of length corresponding to the length of the route, and 25 versts in breadth (3) the State to guarantee a certain fixed minimum of receipts. In Government circles. adds the correspondent, these terms are considered unreasonable. The clause as to minimum receipts is absolutely nuacceptable.

Sugar Refining Company alone in May was estimated to reach 50,000 piouls. The principal buyers of sugar at present are the Mitsui Bussan and Chinese merchants at Shanghai The Japan Sugar Refining Company is now very active in China. The company proposes depositing with the Shanghai branch of the Specie Bank the money received in silver for sugar sold in China, and working on this fund, and negotiations are in progress between the company and the bank. In view of the fact that the Government is doing its best to increase exports, the Specie Bank will agree to give all possible assistance to facilitate the export of sugar.

It is reported that the Japanese Government TELEGRAMS. finds it impossible to ignore any longer the proposal to separate the account of the rallway administration from the general finance of the Government and place it on an independent. basis, in this way allocating profits to the redemption of the Bailway bonds. The matter was the subject of a representation by the Diet during the last session; and the leading bankers and business men are now strongly urging the nocessity of its adoption. The Premier has at

last appointed a Committee to investigate the

A railway line is to be constructed in South Kores to connect Kunsan and Mokpo with the Seoul-Fusan Railway at Taityong, halfway between Seoul and Fusan, the line running southward scross Chyung-chong and Chol-la for the last half-year at the rate of 15 per cent: provinces. The survey of the route and investigation into the probable goods and passenger traffic were begun in September last by experts, and the survey of the route between Mokpo and Kuusan was completed by the end of last year. The survey of the route to Taityong was commenced in April last, and the work is ship expected to be completed early in August. is hoped to begin the work of constructing the again. line by April or May next year.

> Sir Ralph Payne-Gallwey tells, in the columns of "Golf Illustrated," the story of an extraordinary golfing coincidence, "When playing golf at Starbeck, near Harrogate, a short time ago," he writes, "my opponent, a lady, unfortunately knocked over a lark from her drive, which then fluttered about on the ground at from fifty to sixty yards distance. She was surious to go to the bird at once to see if she could in any way render it assistance. I, however, presunded her to wait until I had driven off also, when I said we would go up together. I proceeded to drive, and topped my shot badly, but my ball hit the wounded bird and killed it This incident was witnessed by four or five

All who are interested in military football here will appreciate this story :- The story of how Tommy Atkins was outwitted on the "field of battle" in South Africa-that is to say, the football field—is too good to be lost. It was the final of the cup, and eleven miners on the one side and a regimental team on the other were striving might and main in a mining sion not to stand again for the presidency is district. At last the miners scored a lucky goal and so the game stood on the stroke of Taft's delegates at the Convention secured "time," when the soldiers, in a last despairing 700 sents out of a total of 980. effort, descended with a mighty rush upon the opposing custodian. Never did there appear to be a greater certainty than the fall of that goal. But a strange thing happened. As though by preconceived arrangement, the crowd, accompanied by an inprovised band, began to sing the National Anthem. Instinctively every "Tommy" stood to "Attention"—and the goal. Was Baved!

Michael Bulnikov, a hussar who entered the Rússian army in 1797, and served in it for eighty years, was included among the objects of interest which the Czar was able to exhibit at Caarskoe Selo for the Swedish royal wedding Budnikov-is-128-years of age, and is still active. He sees and hears well, and lives on his own farm. He has the rank of "retired peasant" nomination for the Presidency was then and a pension of £120. Recently a lottery ticket | made-unanimous. which he had brought won £500, and it was to collect this money that the old man travelled from Tver to the capital. He was a grown man when Napoleon invaded Russia; he was personally known to General Kutuzoff, and still serving in the days of Skobeleff, who also showed him personal marks of his favour. Budnikov has the "For Valour" medals of St. George of all the classes, a couple of score of other medals and crosses of distinction which he won in the course of his military service, and two medals for saving life.

A gruesome fatality is reported from Dindigal, says a Madura correspondent of the "Madras Mail." An elephant—a tusker behouses at Paris. Senator Lodge enlivened the longing to the Palni temple—had as usual been taken thither to assist at the annual Chitrai festival. When the festival had come to a cluse, the mahout took the elephant about for exhibition and collection of presents. The beast was brought back to the temple and the mahout was engaged in picketing it. The hind legs had been fastened, and the man went to the front and bent down to fasten the forelegs, when the brute seized the mahout and trampled | Governments will seek the adhesion of other the life out of him. Not content with this, the elephant vented its fury further by goring the disfigured mass with its tusks, and then, rolling the mutilated remains into a ball, held it securely under its trunk. Great crowds had collected meanwhile, but the corpse could not be taken from the enraged beast. The services of an other mahout were requisitioned at last, and he contrived to distract the attention of the animal when the remains of the mahout were removed The animal quieted down after some time Another mahout was sentifor from Palni and the now quiet-elephantswas taken back.

### SWEEPS

People who like an occasional innocen hear that all aweepstakes are illegal. It does not matter whether the sweepstake is

drawn in a club, a public-house, or a private house: wherever it takes place the participants are guilty of an offence under the Gaming Act. Such, at any rate, is the opinion of Sir Robert Hunter, solicitor to the Post Office. who gave evidence at the first public sitting of the Joint Committee on Lotteries. Sir Robert said that public-house sweepstakes

"Does that really apply to all sweepstakes held in clubs, at this time of the year ? " asked Earl Beauchamp, the chairman of the Com-

had been held to be illegal.

"Yes. I am inclined to think it does." replied Sir Robert Hunter. "It does not make any difference whether it is held in a public-house

"Even if it is held in a private-house?" pursued the chairman 🖺 "I am inclined to think so," said Sir Robert. "Lotteries in the strict semse of the term," he continued, " are practically non-existent in the United Kingdom,"

[" DAILY PRESS " RECLUSIVE SERVICE.]

THE AMERICAN ELECTIONS.

London, June 20th. Mr. Sherman has been adopted

FLOODING IN INDIA.

or the Vice-Presidency.

London, June 20th. Enormous damage has been done by floods in Calcutta.

## GOLF CHAMPIONSHIP.

London, June 20th. Braid has won the golf champion-

[James Braid secures the open championship

NEW FIELD MARSHALL.

London, June 20th.

The Earl of Brownlow has been created Field Marshall.

The new field marshall was born in 1844 and joined the Grenadier Guards in 1863. He was Parliamentary Secretary to the Local Government Board from 1885 to 1886, Paymester General 1887-1889, Under Secretary of State for War 1889. He is an A.D.C. to the King.

[REUTER'S SERVICE.] -

### PRESIDENT ROOSEVELT.

LONDON, June 18th.

At the Chicago Convention, Senator-Lodge, permanent chairman, in a speech eulogising President Roosevelt, evoked a remarkable demonstration lasting forty-five minutes. Senator Lodge's impressive declaration that President Roosevelt's deciirrevocable reduced the hall to silence. Mr.

MOROCCO.

London, June 18th. Mulai Hafid has been proclaimed Sultan of Morocco at Tetuan,

THE U. S. PRESIDENCY,

London, June 18th.

The Republican Convention have adopted platform containing every plank favoured by Mr. Taft and President Roosevelt.

London, June 19th. The Chicago Convention adopted Mr. Taft by 702 votes out of 978, and his

A roll-call of the States nominating other candidates was continuously interrupted until Ohio was reached, when Mr. Taft's name was received with tremendous enthusiasm. Pennsylvania cast three votes for Mr. Roosevelt though he was not nominated. President Roosevelt, interviewed a Washington, said the country was to be congratulated on its choice. He had known

Mr. Taft intimately for years, and thought that no man was so well fitted to be President. Mr. Taft had the same ideals and purposes as himself, and was absolutely fearless, disinterested and upright.

### MACEDONIA.

London June 18th Reuter learns that the details of the Anglo-Russian proposals regarding Macedonia are practically settled, and that as soon as the agreement is definite, the two Powers. Turkey has decided to withdraw her troops from Samos except one battalion.

## LAWN BOWLS,

A match between these neighbours, the Police Bowling Club and the Civil Service Bowling Club, was played on Saturday afternoon on the ground of the former. Fortunately the weather was fine and the meeting proved most interest. ing. The result was a win for the Civil Service by 94 to 74. Two of the Civil Service rinks won handsomely, but the visitors were down badly on on and drew on another. Thisfatter" in a sweepstake will be pained to certainly shows improved form on the part of the Police. Scores :--

Civil Service-No. 1 rink-R. Hudson, A. Carter. R. Duncan and J. A. Wheal (skip), 10. Police—No. 1 rink—P. C. Ogg. J. Quinn Sergt. Pitt and Insp. Cameron (skip), 19.

Civil Service-No. 2 rink-E. W. Dawson A. Blowey, A. M. Thornbill and L. E. Brett (skip), 31. Police-No. 2 rink-Sergt. Watt, Insp. Hanson, P. C. Glendinning and Insp. Ritchie (skip), 14.

Civil Service-No. 3 rink-W. H. Wooley C. W. Brett, R. Fenton and M. McIvor (skip), 9. Police - No. 3 rink-P. C. Bell. Sergt. Kent, P. C. McLennan, and Insp. Robertson (skip), 24.

Civil Service-No. 4 rink-A. Pile, P. R. Adams. C. Bond, and W. H. Kelly (skip), 35. Police-No. 4 rink-Insp. Langley, A Hill, Insp McHardy and Insp. Withers (skip), 17.

SUPREME COURT.

Saturday, 20th June.

IN SUMMARY JURISDICTION.

BEFORE MR. H. H. J. GOMPERTZ (ACTING PUSINE JUEGE).

THE PURCHASE OF A JUNK.

Mau Shi Sam, alias Mau Chi, a trader of 94 Connaught Road, sued Chan Tin Ting alias Chan Yam Ting for \$207.94, being balance due under a promissory note. Mr. O. D. Thomson appeared for the plaintiff and Mr. Otto Kong Sing represented the defendant.

Mr. Thomson said plaintiff was formerly the the owner of a junk and on November 14th of last year he agreed to rell it to the defendant for \$1,500, although at the defendant's request the purchase price was put in at \$2,500. On that date an agreement was entered into and defendant paid \$100 on account and the plaintiff signed the agreement of sale and acknowledged having received \$1,000 being the extra \$1,000 refresenting the difference between the \$2,500 and \$1,500. Defendant on various dates paid instalments and on January 18th a balance of \$700 was due. At the request of the defendants plaintiff signed two documents, one for \$500 and the other a simple acknowledgement of indebtedness for \$200, the reason being that the stamp on the promissory note would only cover \$500. The \$200 was prid in due course as well as instalments amounting to \$315, leaving \$185 still owing. On June 8th defendant's accountant came to the plaintiff and said defendant was ready to pay the money, but plaintiff did not go until a day or two afterwards. On, arrival defendant produced some bags containing coins and asked plaintiff to produce the promissory note and receipt it. This the plaintiff did, acknowledging the receipt of the money in fall, whereupon defendant took both the receipt and the bags to a cubicle and then told plaintiff to wait until his father returned. Eventually the police were called and they advised plaintiff that it was a matter for the Summary Court.

### HONGKONG VOLUNTEERS.

judgment for the plaintiff for \$185 and costs.

Evidence was called, and His Honour entered

The annual report on the Hongkong Volunteer Corps for the year ending April 1st, 1908, appears in the Gozette. Lieut. Colonel Chapman writes that on March 31, 1908 the total strength of the Corps was 295 as against 289 the precoding year. During the year 68 members had resigned, 3 on medical certificate, 27 in the Colony and 38 on leaving the Colony. The new members enrolled numbered 74.

The Volunteer Reserve Association had on March 31 last a membership of 219, a decrease of 29 during the past twelve months. Rifle practice had been carried on for two days a week throughout the year.

The discipline of the Corps has been ver y

The number of non-efficients who have to pay sfines is. 12. Four members attended over 100 drille. The highest number 123 was by Corpl. A. E. Wright.

Musketry is very popular with the majority of the members of the Corps and would undoubtedly be still more so if the King's Park Range at Kowloon was available more frequently for their use. During the year 52,089 rounds have been fired by members of the Corps and 25,715 rounds have been supplied to the Reserve Association.

The Cadet Company has now 22 members. A bugle band is being started and a miniature rifle range close to the Victoria School.

In concluding his report Colonel Chapman said: I am indebted to Major Pritchard for the efficient state in which he left the Corps on his resignation on 1st April, 1907, and am glad to be able to report that this standard of efficiency has been maintained, thanks to the willing co-operation of all members of the Corps and to the help I have received from my Staff Officer, Corps Sergt, Major, W. Higby and Staff Armourer G. W. Avenell have continued to perform their duties to my entire satisfaction.

### MR. SYKES.

The N.C. Daily News of June 18th says:-Mr. Sykes appeared before the Mixed Court vesterday charged with obtaining money or goods by false pretences from no less than six Chinese complainants. He was accompanied by his lawyer, Mr. Brooks, and when his case came on the British A sactsor informed him that he could not be permitted to remain in Shanghai and live on money he obtained from Chinese. None of his countrymen were prepared to do anything for him because of his previous record. Mr. Barton said that Sykes should not have entered into further contracts with Chinese. thus, obtaining credit by false pretences. The possibilities of civilactions had been exhausted. and now Chinese must be safeguarded from being victimised by accused. Mr. Sykes said that he had brought \$500 back from I ongkong when he returned a few months ago. The Chinese complainants wanted to help him, and the money he had received had been spent on telegrams.

The Assesor pointed out that the items included sums for arszor, a hat and a carriage. By incurring further obligations accused had disobeyed the orders of the Court. Upon this Mr. Sykes become eloquent in his denunciation of his accusers, who, he said, had promised to help him, and had then let him down. The Assessor remanded the case until Monday, and ordered Sykes to be kept in custody unless he could find cash bail for Tls. 500.

upon the scene, and urged the Assessor not to firing was carried on at small figure targets, be "strong," but to have pity on the father of The shooting was very fair. her family. She assured the Court that her hasband would not fail to appear on Monday, and she suggested first Mr. Brooks, and then present in Camp thus performed from four to to tramp steamers there is at the present time herself as sureties. The Assessor would accept neither, but adhered to the original order that | were out. Mr. Sykes must deposit Tle 500 in cash. There-"It is a great pity you did, Mrs. Sykes. I Bykes then dried her eyes and drove away from Kee who carried out his enerous duties to the some months to come we shall see no break in lifetime. A.S. Watson & Co., Ltd., Sole Agents | but otherwise she appeared—as she lay at anchor

VOLUNTEER TROOP.

The report, by Liout. C. H. Ross, Commanding the Hongkong Volunteer Troop, dated 7th January last, on the camp in the New Texritories, is published in the current issue of the Gazetie. Lieut. Ross writes: Sir,-I have the honour to give you herewith a short report on the Volunteer Troop Camp, which was held from the 21st to the 26th December last.

Site.—The Camp was pitched on the same site as that selected in 1906, viz., on the Southern shope of the hills at the North end of the Fauling valley, close to the village of Ho Shoung Houng and about one mile distant from Cheung Shui. The site is an excellent one for a small camp, the ground being level and of a dry sandy composition, with a good stream of

water alongside flowing direct from the hill top. Weather. -The weather was good, some rain fell on the 24th and 25th December, but did not interfere with our work.

Tents .- Ten small tents and two E. P. tents were drawn from the Ordnance Store Department. The E. P. tents were joined together and used as a mess tent. An ample supply of tent-pegs was provided this year, and though we had some strong wind none of the tents were blown down.

Stabling.—A temporary maished stable was erected for our ponies, it was an improvement on that put up last year.

Transport of ponies across Harbour .- The Army Service Corps being unable to provide a lighter on the 21st December, we transported our ponies to Kowloon by junk. On the return journey an Army Service Corps lighter was provided. I wish again to draw attention to the form of gangway which is provided for the purpose of connecting the lighter with the shore. Last year we were given simple planking about 21 feet wide, which worked well except that by reason of its narrow width, the ponies were apt to slip a leg over its side,-this year high canvas sides have been added to the planks, and though possibly the arrangement may be excellent for trained animals, it certainly. does not commend itself to the China pony. We had great difficulty in getting our ponies to face it, tired though they were after a 26 mile ride. One pony despite our efforts refused to enter and as the tide was falling had to be left behind and brought across later in a junk.

I would recommend a plain gangway about! 5 to 6 feet in width, with raised edges say about 6 inches in height.

Attendance in Camp. - Owing to absence from the Colony, sickness, and other causes the attendance of members was ten less than last year. Our present available strength in the Colony

is 24. Of this number, 4 are married men who apparently connot leave their families at Christ mas time, 3 were sick, and 4 were unable to obtain leave of absence from their work. Al remaining members attended Camp.

26 miles) was performed with two halts of about one hour each, in 7 hours; the return journey with only one halt taking just 6 hours.

Lattach a map (which please return) showing the roads ridden or walked over by members

during our Camp. I would draw attention to one expedition, which I think was creditable work performed by two sections each under a N.C.O. working from . opposite directions, i.e., from the Camp to Sha-Ts-Kok and over the mountain along the frontier to the Samchun River, and back to Camp via Taku-Lin (Kong Ta Hau Block House. The palh over the mountain by the frontier is very steep, some 1,500 feet in height, the road being payed and in many places "stepped". The ride, about 24 miles, took 53 hours in the case of the section working from the North, and 64 hours for the section approaching the pass from the Southward.

I think the members, who have attended both the 1906 and 1907 camps, have now a very good knowledge of the frontier portion of the New Territories. The ponies stood the work well. and beyond a few falls off bridges and paddy bunds, we had no accidents. I have to report one case of sore back, and two ponies girthgalled, these were treated with the simple remedy of salt and water and were able to carry their owners back to Hongkong without further

A farrier was in attendance, but his services were not required. Last year many of our ponies required re-shoeing or attendance of some kind, this year we covered more ground and theoretically more shoeing work should have been required. I can only ascribe this satisfactory state of affairs to the better weather. we enjoyed this year, and consequent drier state of the ground with less suction on the

penies shoer. Saddlery .- I much regret to report that the leather of most of the bridles and headstalls at present in use, has perished.

Practically every bridle had to be repaired while in Camp, and though some of the breaks were no doubt due to careless handling on the part of the members, I think there is no doubt that the condition of these articles is not good. I would recommend that 40 new sets be ordered from India without delay.

would also ask that a supply of stout straps for fastening blankets and overcoats to saddles for unately has become a political one as well be ordered at the same time; these last named articles we have hitherto procured ourselves locally, but they are not asuccess.

Field Firing .- On Christmas morning, the Later in the morning Mrs. Sykes appeared Troop was divided into two sections and field

Camp from 10 p.m. to 6 a.m. Every man losing money. From among all the trades open six hours sentry-work, during the five days we hardly one which offers the prospect of rem-

upon Mrs. Sykes wept bitterly, and remorsefully, was pitched in a most satisfactory manner, two course, is seen in the laying-up of steamer after related that she had brought her husband back temporary bridges built and some roads made, steamer, until at some ports the difficulty is to from Hongkong, to which the Assessor retorted. by Inspector Hudson, who acts as our find sufficient accommodation for all the ton-Instructor, and whose services were kindly lent page put out of commission. Something of cannot do anything, as he seems to be support to us by the Sanitary Authorities of Hongkong, this sort is the usual preliminary to better The commissariat was attended to by Ying times, but there are those who think that for satisfaction of all who weere present.

FUNNELS AND FLAGS.

PARS, FROM VARIOUS SOURCES. The Works Committee have recommended the Mersey Docks and Harbour Board to take in hand the extension scheme for which sancwas obtained from Parliament in 1906. The three Gladstone docks which it is proposed to build will involve an expenditure of over £3,000,'00, distributed over five or six years, and will provide accommodation for vessels of 1,100 feet in length, while the depth of water over the sill at high water neap tides will be 40 The success of the port of Liverpool has begotten a rare spirit of enterprise in its governing body, which thus boldly provides for the day when the Lusitania and the Maurelan'a will have fallen into the second rank of the largest versels. The past twenty years have seen a growth in the shipping at Liverpool which is remarkable with whatever ports comparison is made. The tonnage, as a matter of inot, has nearly doubled, and within the past three years there has been an increase in the tonnigo of ships paying dock dues of 600,000 tons, while the size of the steamers has inoreased from 500 feet, which was the length of the largest ship leaving the port in 1887, to 760 the record length of vessel last year. With the completion of the new works it will be possible to use the river entrance as a lock for vessels up to 800 feet long.

The contract for the Canadian-Australian service which is now being conducted by the Union Steamship Company will expire in July. It is reported that no arrangements for continuance have yet been reached with this shipping company, which refuses to agree tothe Canadian Government's requirements of an 18 days' journey.

intention of entering into a contract for a new subsidised service between England and the Colony via Torres Strait, it may be recalled that the British India Company formerly ran a line of steamers on this route, starting early in the eighties, with a subsidy of £54,000 year, and later, after the first contract expired, receiving £19,000 a year for a modified service. The British India Company now run their steamers to Queensland via the Cape.

While the Japanese retain their clear out notions about monopolistic rights in Far Eastern waters and their pugnacious attitude towards foreign shipping wherever it encounters Japaness enterprise, bounties must be regarded as an essential adjunct of the Government's aggressive policy. There is now a Shipbuilding Encouragement Law in respect of Japanese vessels for trade within the confines of Far Eastern sees, and a Steam Navigation Encouragement Law designed to assist Japanese competition in distant waters, both of which appear to be working to the satisfaction of the Government. In a reference to these measures recently before the Budget Sub-Committee. the Director of the Marine Bureau said that to them was largely due the increase in size which had taken place in Japanese steamers, and the extension of building facilities at Kawashi Dockyard, in Kobe. the Mitsu Bishi yard of Negasaki, and all the smaller shipbuilding yards of the country for the purpose of building large steamers and so participating in this bounty system. Loca trading vessels must be at least of 700 tons, and foreign trading vessels of 1,000 tons, in order to qualify for these Government grants. While the supply of suitable shipbuilding material Work performed.—The merch out to Camp in Japan was so scarce and the number of skilled mechanics so limited, the Director thought the progress of shipbuilding could not be hoped for unless it enjoyed the financial support of the Government The owners of steamers who are not receiving Government assistance are reported to be experiencing difficulty in conducting their business with profit. The rapid growth of the principal Japanese mercantile fleets has been attracting attention since the bounty system was under review in Parliament. It is observed results is to be rendered illegal, that since the close of the war in Manchuria. the Nippon Yusen Kaisha has acquired 80 vessels representing 269,727 tons, and in addition to these it employs 11 chartered steamers of 45,146 tons belonging to the Government. Its fleet, which at the end of March, 1906, numbered 75 vessels of 253 935 tons, has since then been more than doubled, and aix new steamers are now under construction for its European service, which will bring its total tonnage above 618,000. The Osaka Shosen Kaisha also contemplates a wholesale extension of its business in the near future. It has now under construction five steamers of from 2,500 to 3,000 tons each, for service on the Korean coast, and another squadron of six steamers of 6,000 tons is said to be projected, for service across the Pacific to

In view of the unexpected failure of the Ship Bulsidy Bill in Congress, it is undertood that the Boston Towboat Company is about to make a sile, this time to the United States Govern ment, of their steamships "Tremont" and "Shawmu." now running in the Northern Pacific Railway service between Tacoma and the Orient. The Seattle agents of the company are given as authority for the report that the offer has been made in accordance with the company's intention to dispose of all its vessels. of American register for the reason that it is unprofitable to operate vessels flying the United States flog in the Pacific trade. About a year lag, the Boston Towboat Company withdrew

the steamships "Pleiades," "Hyades," and "Lyra," replacing them in the Oriental service with ships of British register, viz., the "Suveric" "Kumeric," and "Oceanic," and as soon as the "Tremont" and "Shawmut" are sold according to the version of the report given by the Canadian Trade Commissioner at Yokohama, they will also be replaced by British yessels now being built in England. In contr st with the action of the American line, the Canadian Pacific, the Blue Funnel-line, the Chargeurs-Reunis, the Osaka Shosen Kaisha, and other leading lines in the Trans-Pacific trade are adding largely in number and tonnage to their fleets. "Nobody believes," says the Canadian Commissioner, "that ships carrying the American flag are being run at a loss, but that they are being run at a less profit than their competitors cannot be doubted. reason why is an economic question that unbut only the wilfully and interestedly blind will fail to see what, in this case, is the matter with

the American flag." There is no gainsaying that the depression in German Mails with dates from Berlin of the 2nd the shipping trade just now is extremely acute. It is not a question of making small profits. Sentry Work .- Sentries were placed over the | The difficulty of the shipswher is to avoid unerative employment, such is the dead level In conclusion I would mention that the Camp | to which freights have fallen. The result, of in the clouds. Cargo liners, like tramps, are

working at little or no profit, and passenger lines in many cases complain of restricted bookings. Naturally, the tramp steamer feels the pinch, especially. Year after year the big steamship companies have gone on building large cargo hoats, placing them on regular router, and slowly but surely narrowing the opportunities of the ordinary cargo-seeker Trade after trade, once more or less sacred to the tramp, hes thus been invaded and ap propriated by the modern cargo-liner, until to-day there are those who profess anxiety as to the future of the tramp interest. But despite its gradual eviction from recognized fields of operation, the probability is that the tramp will still justify its existence, although it is just now so badly hit Nobody, however wants to build beats of this class-or, indeed of any other—at the present moment. Any idea that the settlement of the shipbuilding lock-out would lead to activity in construction may be dismissed. There will be little or no shipbuilding during the rest of the year, even if the labour market assumes a normal condition.

British shipowners have long been at a dis

advantage in German ports by reason of the

preferential treatment which the State railways accord to goods intended to be shipp d under the German flag. It now appears that the French have taken a leaf out of the Teutonic book by the establishment of combined railway and occean rates where goods are destined for shipment in Ffench vessels. The reduction in railway charges is said to amount to as much as 20 per cent, which is a substantial bonus in favour of the French flag. The British Chamber of Commerce in Paris suggests that it is not exactly a case of inequality of treatment, because an Englishman forwarding goods from France for shipmout by a French vessel would benefit by the preferential tariff. On the In view of the Queensland Government's other hand, the British ship is in any event ad-I versely affected. The idea is that the presen friendly relations between the two countries may be used to secure consideration of the matter through the ordinary channels of negotiation, This question of preferential treatment is all the more important because, not for the first time, attention is drawn to the very large share in the socal export trade of the country which foreign ships enjoy. It appears that of the 3,093 vessels which took coal cargoes from Great Britain last month no fewer than 1,659, or considerably more than half, were under foreign flags. Scotland and the North-East Coast are the principal centres of this foreign invesion On the North-East Coast the foreign ships numbered 652, as against 319 British, and Scotland the respective figures were 443 and 249. It seems an extraordinary state of things when the barbours or our East Coast are crowd ed with idle British steamers. Nor is it any satisfaction to reflect that much of the foreign tonnage employed was formely und r the help me God. British flag, and has been acquired by those who can presumably work it more profitably.

Depression in the steamship !trade is by no means confined to England. It is stated that the directors of the Messageries Maritimes, the largest of the French steamship companies, propose to pass the dividend on the present occasion. Continued weakness is also shown in the market for the shar s of the principal German companies, which are suffering a g. od deal from the pronounced decline in emigrant traffic to the United States. It seems that for the first four months of the year there were carried from Bremen 14,580 emigrants, as against 86,769 in the corresponding of 1907, while in the case of Hamburg the drop is from 66.331 to 17,948. In other words, for every five passengers of this class carried a year ago only about one now puts in an appearance. In Italy the same state of things exists, and passenger steamers in the New York services are not earning enough from the emigrant trade to pay their coal bills. In Hungary legislation is contemplated which will put considerable hindrances in the putch of emigration agencies. Their existence is to be forbidden in inland centres and payment by

Even the enticing placard is to be put un

### THE PANAMA CANAL.

Interest has been aroused by a magazine article by Mr. J. hn F. Stevens, recently engineer in charge of the work on the Panama Canal. He conte da there will be very little commercial value in the Canal to the United States, but that its commercial value to Europe will be great. He bases his contention on the fact that only 5 per cent. of the world's population lives south of the Equator, and that the United States gets very little trade from the eastern coast of South America. There is also little business between the west coast of South America and the United States, but a considerable amount between the west coast and Europe, and the saving of time in the steamers engaged in this business, as well as for those from the Far, East to Europe, will make the Canal more useful to Eur pean countries and lines than to the United States.

LATE MR. J. J. MACBEAN.

Old residents of Singapore bave learned with regret of the death of Mr. John James Macbean which occurred at London on the 9th inst. He was the founder, and for many years Managing Director of Messrs. Howarth Erskine, Limited,

engineers and contractors. The late Mr. Macbean had been some thirty years in Singapore, and was very well known and much respected by every one. He leaves a widow in London, but no family. The original firm of Howarth and Erskine was quite a small offair, till Mr. Macbean joined it and by his smart business capabilities and tact raised it to a high position with a capital of three million, and branches from Rangoon to Shanghai. The deceased retired from active participation in the business of the firm in 1905, and has lived in London for the last two years. He had been siling for a long time, and it is believed that death was due to a general breakdown.

LATEST STEAMER MOVEMENTS. The C.P.R. str. Monteagle arrived Shanghai, at 6 p.m. on Friday, the 19th inst, and left | topics.

again at 11 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. to-morrow. The P. &O. str. Devanha left Singapore for this port on the 19th inst. at 6 p.m. with the outward English Mails, and is due here on the 24th inst, at about 8 am.

The I.G.M. str. Prinz Ludwig carrying the inst, left Colombo on the 19th inst. p.m., and may be expected here on or about the 30th inst. Yokohama on the 19th inst. for Victoria, B.C. and Tacoms.

The I.G.M. str. Goeben which left here on Wednesday, the 17th just, at 10 a.m. arrived at 1. Shanghai on the 19th inst. at 8 p.m.

HOW TO BE BEAUTIFUL-Keep your com-Charmant and Special Skin Tonic and Poudre | people to Koke yesterday afternoon. Charment will enable you to do it. Her The "Hirosaki-maru" had a large hole stove Specialities for the Skin are the study of a in her bow a few feet above the water-line,

# STATE EXPRESS CIGARETTES AND TOBACCO.

ASTORIAS, DE LUXE, QUO VADIS AND WINFRED CIGARETTES IN TINS OF 25 & 50.

> ARDATH TOBACCO in 1/8 & 1/4 lbs. TINS GOLDEN HONEY DEW in 1/4 lbs, TINS SUPERB GOLD FLAKE in 1/4 lbs, TINS

H. PRICE & CO., LTD. WINE, SPIRIT & CIGAR MERCHANTS, TELEPHONE No. 135. 12, QUEEN'S BOAD CENTRAL.

Hengkong, 18th June, 1908.

SCENE IN THE LORDS.

Many peers might well have rubbed, their eyes-in-surprise when the House of Lords reassembled on May 5th, Honest John Morley; the man of the people, the extreme Radical of other days, the ender or mender of the House of Lords, in the scarlet robes of a peer, bowing low raising his cooked hat, and bowing low again to the Woolsack as Viscount Morley! But Lord Morley did not enter the House in

the orthodox way. On the very threshold of his new career he came in conflict with the traditions of the august assembly. The scanty number of onlookers present during the deremony of swearing in noticed a

audden break in the proceedings. The new peer addressed the Reading Clerk, who was observed to shake his head vigorously in the negative. A hurried consultation took place between the Reading Clark, Lord Peel, and Lord Esher, who

stood sponsors for the novice. The difficulty, whatever it might have been, was settled and the process of swearing in continued to the appointed end. A correspondent was told that the incident

arose upon the new peer's refusal to subscribe to the oath. He insisted on making affirmation ROBINSON There being no precedent for such objection there was no form of affirmation handy. The form of eath, slightly varied, served, and the incident closed without its significance being |-guessed-by-the-onlookers Such an incident has never previously occur-

red in the House of Lords. In the House of Commons however, the question was raised to Mr. Bradlaugh, in 1880, when he claimed to make an affirmation leaving out the words. ' k Attended by the Duke of Norfolk and Garter

King of Arms and Black Rod in the striking garb of office, Lord Morley and Lord Wolver. hampton (Sir Henry Fowler) went the grave tour of the House, making the regulation ceremonial bow from the various points in turn, and domng their hats with due solemnity. Peers, peeresses, and commoners looked on as John Morley, on bended knee, presented to the Lord Chancellor his patent of nobility. Then they paced slowly to the lable and took

the oath. A few minutes later they had deffed their flowing red robes and had come silently into the Chamber again. The two political veterans, being new men in the Gilded Chamber, took their seats at the bottom of the front ministerial bench below a group of young poors who are under-Secretaries.

## A GREAT CHINESE LIBRARY.

works of the same period, filling 401 volumes | interests in China are concerned. There is also a rare encyclopædia in 120 volumes, which was compiled in the 13th century by the leading scholar of the day. One of the chief gems among these new acquisitions is an edition de luxe of the well-known poet Tu Fu. issued in A.D. 1204. It is in 24 volumes, small folic, and has been most carefully preserved. Reference to this edition will be found in the great Catalogue of the Imperial Library, Peking. There is also one small book, the writings of Lieb Tani vaguely attributed, according to a note added by some Chines, bibliophile, to "the Sung dynasty (A.D. 960-126." but in the absence of any actual dite, the foreign collector, who has had but a moderate training in Chinese typography, ink, and paper, can only assert with confidence that it is a very old book. Another early printed book dates from 1465, and is a beautiful specimen of the best typography of that period. A fine edition of the poet Po Chu-i (A.D. 772.—846) dates from 1606; a collection of the prose writings of eight famous authors from 1631; the Leag-yen sûtra from 1649, an old Chinere dictionary from 1670; besides which there are several standard works in 18th century editions. Already rich in it; collections of reprints, a class of work much in favour with the Chinese as a means of preserving many small books which would otherwise disappear, the Cambridge Library secured, as well as several collections of essays

COLLISION IN THE INLAND SEA.

OSK; STEAMER SUNK.

The Japan Caronicle of June 5th says: Another shipping disaster has occurred in the Inland Sea, but although one steamer has been sunkas a result, fortunately no lives were lost. The accident occurred about four o'clock yesterday morning near Or inoshims, off Takamatsu, The Boston S.S. Co.'s str. Shatomut left | in the Inland Ses, when the N.Y.K. steamer "Hirosaki-maru" collided with the O.S.K. steamer "Shiga maru." The latter vessel left Kobe at 8 p.m. on Wednesday for Kagoshima. The "Shiga-maru" was badly damaged as the result of the collision, and soon commenced to settle down. All the passengers, the crew, and the mails were safely transferred to the plexion, Mrs. Ellen's Crême Charmante, Lait | "Hirosaki-maru," which brought the rescued and Bace Fund 10 per cent.

in the harbour yesterday—to be undamaged.

CALL AND SEE THE

### RACHALS-AUTO

PLAYER PIANO

PIANO Co., LTD.

SIR W. C. HILLIER.

The Straits Times says :-There appears to be some perplexity in London as to the exact position Sir W. C. Hillier is to fill as Adviser to the Chinese Government. It seems to us that Sir Walter, who is exceedingly popular with the Peking authorities, is going to fill the position so long occupied in the Chinese Through the generosity of a few prompt Legation at Portland Place by the late Sir subscribers, a notable addition of books has been Halliday Macartney. If this surmises be correct. made to the Chinese department of the it is reasonable to hope that his influence with Cambridge University Library. Ever since the his Chinese employers will be greater than that gift by the late Sir Thomas Wade of the whole of Macartney, and that he will endeavour tolead of his valuable collection, brought together | them, at the present critical period of their during 40 years of residence in Chins, Cam- political development, into the true path of bridge has been easily first among all the progress. It was often said that Macartney was libraries of Europe and America; and it is not more Chinese than the Chinese, and his action too much to say that Duke Tsal Tso and his over the detention of Sun Yatesen in the suite, on the occasion of their visit in 1906, were | Chinese Legation was certainly far from creamezedat the extent of the collection and also ditable to a Briton. Sir Walter Hillier's resiat the rarity of many individual works which dence in Peking, his experience in different were laid before them. The purchases which posts in China, and particularly his experience. have now been made include 51 separate works at Seoul with the Japanese in 1891 all equiphim numbering 1,203 volumes in-all. Several im for the new and difficult position he has underportant lacune have been filled up. For in taken. Though there is no desire that he should stance, the Cambridge Library already possessed exert any under influence in-favour of Great the gigantic anthology of the Tang dynasty Britain in China or show favour to Britans in (A.D. 618-906), which contains over 38,900 China's service, it may be assumed that he will selected poems; and now to this has been added exercise the diplomatic powers he undoubtedly its sister work, a similar collection of the prose possesses to prevent friction where British

DETAILS OF THE DERBY: RECORD

The following details of the race for the Derby Stakes are taken from Colombo news-

London, June 3

The Derby was run in glorious weather. The King and other Royalties were present. The following horses started : - Mountain Apple, Eston Lad, Sessick II., Pom. Royal. Realm, Sir Archibald, White Eagle, Rushcutter, Vamose, Parriet, Orphab, Norman III. Mercutio, Azote, Moet, Signorinetta, Primor and Llangwo

The betting at the start was:-1(0 to 1 against Signorinetts. · 4) , 1 , Primer.

Llangwm.

Mercutio led to the mile-post, when Norman III. went to the front; but he gave way down the hill to Mountain Apple. A quarter of a mile from home Signorinetta took the lead and won by two lengths a neck separating the second and third.

Time 2 minutes 26 4.5 seconds. The result, taken altogether, is a curious commentary on the uncertainty of racing (says has now acquired three new ones, in 68, 24, and the "Times of Ceylon", and Signorinetta's sur-12 volumes respectively. Good editions of one pising win will long be remembered in connection or two of the best novels have also been with the Derby of 1908, especially as she has put up a record by winning in the wonderfully known writers on light and interesting good time of 2 min, 22 4-5 secs. The previous best time was 2 min. 36 4-5 sees, to Spearmin s credit in 1906. Lord Rosebery's Cicero covered the course in 2 min. 39 2.5 secs, the previous year; while Orby's time last year was 2 min. 44 secs. The field numbered 18, as against 9 in 1907, 22 in 1906, 9 in 1905, 8 in 1904, and 7 in

. Mountain Apple was fourth. The jockeys of the three placed horses were Bullock, Dillion

and Maher. A later telegram gives the "corrected time" as 2 minutes 39 45 seconds. This leaves

Spearmint's record unbroken. The first prize in the big Calcutta sweep stake amounted to about five and a quarter lakhs of rupees. The winner gets 40 per cert, 2nd horse 20 per cent, 3rd horse 10 per cent. Other starters 10 per cent. Horses drawn other than placed or starting horses 10 per cent; Expenses

Signorinetts, the Derby winner, was drawn in the Calcutta Turl Club's sweep by a Medras resident (No. 130,882); Primer by a Calcutta resident (No. 62,553); and Llangwm by some one in Mhow (No. 30,739.)

Advertisements and Subscriptions which are no erdered for a fined period will be continued until Orders for setra copies of DAILT PRESS should

be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Pamss. Codes: A.B.C., 5th Rd-P.O. Boz, 83. Telephone No. 12.

### NEW ADVERTISEMENTS

SHIRE" LINE OF STEAMERS, LD. FOR LONDON AND ANTWERP.

THE Steamship "CARNARVONSHIRE" Will be despatched for the above l'orts on or about the 10th July, 1908.

For Freight or Passage, apply to SHEWAN TOMES & CO., Hongkong, 22nd June, 1908.

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

NOTICE TO CONSIGNEES. FROM YOKOHAMA, KOBE AND SHANGHAI.

FIRE Company's Steamship

"TRIESTE"

having arrived, Consigness of Cargo are hereby informed that Goods will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 27th inst, or they will not be recognised. No Fire Insurance has been effected, and any

Goods remaining in the Godowns after the 27th inst., will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agenta Hongkong, 20th June, 1908.

HONGKONG GYMKHANA CLUB.

MEMBERS of the Above and Others are reminded that ENTRIES' for the GYMKHANAOMEETING to be held on SATURDAY, 4th July next, close to the Undersigned at the Honekeng Cluz at 7 o'clock P.M., on WEDNESDAY next the 24th day of June, 1908. REGINALD F. C. MASTER,

Hon. Secretary, Hongkong, 20th June, 1908.

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the HONGKONG HOTEL, we will REMAIN HERE. NOW SHOWING:

THE NEW SUMMER GOODS. All Varieties, Most Ressonable Prices, HOOSAIN-ALI & Co.,

25, Queen's Road Central. Under Hongkong Hotel. Hongkong, ist June, 1908.

NOTICES OF FIRMS

NOTICE.

MR. E. MARCENARO having Resigned from our Firm has CEASED to SIGN our Firm per procuration from This Date. CARLOWITZ & CO. Kongkong, 17th June, 1908.

NOTICE.

WE, the Undersigned beg to Notify that on the 19th Balance to Notify that on the 12th February, 1907, we Office Discontinued and Ceased to hold Shares in the MAN CHEUNG YUEN Firm 萬 滩 源 of No. 159, Wing Lok Street West, Hongkong. established in 1894, and that Mr. UN LAI CHUEN, the Manager, after February 12th, 1907, formed a New Company to carry on the

Among ourselves, Man Shun-on formerly owned shares to the value of \$20,000; Wong OI TONG, \$40,000; CHAN WO SHING \$10,000; CHAN SHUN ON TONG and CHAN SHUN WO Tong, \$4,001; CHEUNG WAN KUNG \$5,000; KUNG YUEN, \$60,000; and LAU WAI KWAN. alias Kong Hing \$10,000.

From 18th February, 1907, the interest and responsibility of all the undersigned in connection with the said MAN CHEUNG YUEN Firm Discontinued and Ceased. MAN-SHUN-ON

CHAN SHUN ON TONG and CHAN SHUN WO TONG CHAN WO SHING, Attorney for Wond Oi-Tone

KUNG YUEN FIRM CHAN WO SHING LAU WAI KWAN

Attornies for CHAN WO SHING CHEUNG WAN LAM LUEN HING KUNG Hongkong, 26th May, 1908.

NOTICE.

and 205 Wing Lok Street West Victoria, in the Colony of Hongkong; dealing in Annam Rice, which has been established for many years, HEREBY GIVE NOTICE that they will not hold themselves responsible for any debt contracted by the relatives of the share: holders of the Firm. All Bonds, Promissory Notes, &c , must be Signed by botu LAU SHIU CHEUR and UN LAI CHUEN, representatives of the shareholders, but not signed by one only of them.

All existing and future Bonds, Promissory Notes &c. bearing the chop of KUNG YUEN, nuless they bear the signatures of both the aforesaid representatives, will be deemed null and

UN OI YU. LAUSHIU CHEUK, UN LAI CHUEN, General Managers. Hongkong, 27th May, 1908.

AUCTION.



THE Undersigned have received instructions to Sell by Public Auction.

TO-MORROW (TUESDAY) WEDNESDAY. the 23rd and 24th June, 1908, at 10 A.M.

each day at H. M. NAVAL ESTABLISHMENTS, SUNDRY OLD AND SURPLUS NAVAL AND VICTUALLING STORES.

Comprising :---OLD AND SUBPLUS NAVAL STORES: -CHAIN CABLE, WOOD BLOCKS HOSES, TOOLS, OLD IRON & METAL. ELECTRIC CABLE, MATS and MAT-TINGS, WOOD BOXES, LEATHER, COAL SACKS, OLD\_INDIA RUBBER, OLD BOATS, FURNITURE, CARPETS, &o., &o., &o.

OLD AND SUPPLUS VICTUALLING STORES PROVISIONS, SEAMEN'S CLOTHING, BLANKETS, MESS TRAPS, IMPLE-MENTS, STAVES, and a Quantity of ELECTRO PLATED ARTICLES, &c., &c. Catalogues will be issued. Terms of Sale:-As Customary.

HUGHES & HOUGH, Government Auctioneers. Hengkong, 6th June, 1908.

FOR SALE

FOR SALE.

TAINE SITE on the Bowen Road, Ready for Building at a Cheap Price. PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central.

Hongkong, 16th May, 1908, FOR SALE. COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for .... ABTISTIC PICTORIAL POSTCARES. MECHANICAL ANIMALS. STAMP, POSTCARD AND BIETHDAY ALBUMS.

And all Other Philatelic Goods, GRACA & CO... Hongkong Hotel Corridor. Hongkong, 9th May, 1908.

> STORAGE FOR COAL, TIMBUR, &C.

T10 BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER

Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 38 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT', 999 YEARS' LEASE. For Particulars, apply-

GEO. FENWICK & Co., Lad. Hongkong, 8th June, 1906

ON SALE.

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For Demand Drafts on London on the day of or preceding the departure of the English .... Mails: also Table of the Yearly Approximate Averages for 34 Years FROM 1874 TO 1907. Price: \$2 Cash. On sale at the "DAILY

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THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日歷英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER, 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE THAT IS THE 3RD YEAR OF Tung Chi to the 29th Year of Kwong Sui.

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On Sale at the "HONGKONG DAILY PRESS OFFICE, or Agents in all the Ports of the Far East. The Book will be sent by Registered Post (free) to any part of the World unrepresented

by Agents on receipt of Money Order.

TO LET

TO LET.

TIRST FLOOR of No. 6, Queen's Road, feet Sea Frontage. Especially suited for Storage Central, comprising Sir Large Rooms THE KUNG YUEN Firm A of 203; and Outhouses suitable for business Premises or Dwellings, lately occupied by FERD. BORNEMANN.

Apply to— DAVID SASSOON & Co. LTD. Hongkong, 7th April, 1908.

TO LET.

JARDINE MATHESON & Co., Ltd.

100D OFFICES at 2, PEDDER STREET. Apply to—

Hongkong, 28th May, 1908.

TO LET. NYO. 18, WYNDHAM STREET, Four Rooms.

Apply to-C. F. DE CARVALHO, 14, Arbuthnot Road Fongkong, 16th June, 1908,

TO LET

TO LET. 708.27, 31 and 33, SEYMOUR ROAD. No. 61, CAINE ROAD. Apply to—

SAM WANG CO., LTD. 81, Queen's Road Central. Hongkong, 22nd April, 1908.

TO LET. GODOWN, No. 51, DUDDELL STREET. Apply to— THE HONGKONG LAND INVESTMENT

& AGENCY CO., LD. Hongkong, 1st June, 1908. TO LET.

Immediate possession

FINANCE CO., LD.

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Moderate rentals. Apply to-HUMPHREYS ESTATE &

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THE ROOMS on the first floor of No. 34, QUEEN'S ROAD CENTRAL, (opposite the General Post Office) The Rooms are light, spacious and well ventilated. Very moderate rent: Immediate Possession.

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FFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voux Road Central (formerly occupied by Mesers, Shewan Tomes & Co.) 🐬 -Apply to-

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TO. 2, MACDONNELL BOAD.

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Apply to- TAM TSZ KONG... Usre of Hip On Insurance, Exchange and Loan Co., Ld., 42, Bonham Strand, West, Hongkong, 1st October, 1907. 94

66 AN LENWOOD" CAINE ROAD, suitable or a Boarding house or Club. Containing 26 Rooms. 2, BEACONFIELD ARADE. Facing Parade Ground. No.1, COLLEGE GARDENS, Furnished. For 5 or 6 Months, cheap rental. OFFICES in Bank Buildings, Top Floor. From 1st July, 1908. BEACONSFIELD ARCADE, Fine Offices

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BELILIOS TERRACE HOUSES. ROBINSON ROAD. No. 3, CAMERON VILLAS, Peak. DUDDELL STREET Shop. No. 2. DES VŒUX VILLAS (PÉAR). Apply to-

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 20th June, 1908

TO LET

FROM 1ST MAY.

TZ OWLOON MARINE LOT 48, Yaumati. Area 85,200 square feet and with 255 of Coal, Timber, &c.

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TO LET.

FFICES on Top Floor No. 2, Connaught" Road, facing the Cricket Ground. A HOUSE in Worg Nei Chong Road. A HOUSE in RIPON TERRACE, No. 10, DES VŒUX ROAD CENTRAL,

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J. R. M. SMITH,

Chief Manager. Hongkong, 22nd May, 1908.

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Chief Manager. Hongkong, 12th January 1907. TEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK

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Reserve Fund Fl. 2,112,570.38 (£176,048) HEAD OFFICE: AMSTERDAM. THE HAGUE. Sub-Office: HEAD AGENCY: BATAVIA. BRANCHES at: Singapore, Sourabaya Samarang, Indramajoo, Bandomg and

Weltevreden CORRESPONDENTS at: Cheribon, Tega Pecalongan, Macroser, Pontianak, Padang. Medan, Penang, Rengoon, Calcutta Bombay, Madras, Colombo, Karachi Djeddah, Bangkok, Salgon, Shanghai,

BANKERS: THE WILLIAMS DEACONS BANK. Swiss Bankvermen. Paris: Comptoir National D'Escoupte de PARIS. Berlin: DESTROHE BANK.

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Vienna: Union Bank. Kome: Banca Commerciale Italiana. THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description o

Banking and Exchange business. INTEREST ALLOWED. On Current Account at the Bate of 2% per annum on the Daily Balances. On Fixed Despoist: 12 months 4% per annum C. WOLDRINGH Manager.

No. 16, Des V ux Road Central Hongkong, 1st April, 1908. THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL

CHARTIB CAPITAL PAID-UP ....... 3,750,000

HEAD OFFICE: TAIPER, FORMOSA. BRANCHES AND AGENCIES: Kobe Tamoui Nagazaki Tokto Ozaka Shanghai Yokehama Keelung

HONGKONG OFFICE: 8. DES VOUE ROAD. Interest allowed on Current Account Deposits received on terms which may be ha-

on application. D. TOHDOW, Manager. Hongkong, 5th April, 1907. INTERNATIONAL BANKING

ORPORATION. CAPITAL PAID UP ... Gold \$3,250,000, = about Mex. \$7,292,222 ... Gold \$3,250,000, RHHERVE FUND = about Mex. \$7,222,222 HEAD OFFICE: 60 Wall Street, New York.

LONDON OFFICE: Threadneedle House, H.O.

Branches and Agents all over the World LONDON BANKERS: -BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED, THE CAPITAL & COUNTIES BANK, LIMITED

BEARCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money Current Account at the Bate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates:— For 12 months 44 per cent. per annum.

No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON, Manager. Hongkong 8th April, 1998.

BANKS

TEDERLANDSCHE HANDEL. MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY). ESTABLISHED 1824.

PAID UP CAPITAL F14 45,000,000 (23,750,000) RESERVE FUND ... Fr. 5,878,375 (\$448,000)

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LIMITED.

INTEREST ALLOWED. On Current Accounts 2% per annum on daily balances. On Fixed Deposits 12 months 41% per annum. 3 do.

J. L. VAN HOUTEN, Agent. Hongkong, 18th November, 1907. 25

EUTSCH-ASIATISCHE BANK. CAPITAL FULLY PAID UP, Bh. Tack 7,500,000

HPAD OFFICE-SHANGHAL

BOARD OF DIRECTORS, BERLIE, BRANCHES ! Berlin, Hamburg, Calcutta, Hankow<sup>1</sup> Tientain, Peking, Telnanfu, Tsingtas. Koba, Yekohama, Singapore,

KORNIGLICHE SERHANDLUNG (PROUSSISCHE STAATSBANK) Berlin. DIRECTION DEL DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEIGHROEDER BURLINUB HANDRIS-GEREILEGRAPT BANK LUER HANDEL UND INDUSTRIE ROBERT WARSCHAUER & Co. MENDELSSOHN & Co.

Bankers :---

M. A. VON ROTHSCHILD & Frankfert a/M BORRNE JACOB S. H. STERN NORDDBUTSCHE BANK IN HAMBURG, Hamburg Вы. Орринним, је., & Co., Koeln. BATERISCHE HYPOTHEREN UND WEGHERL BANK. MUINCHIM.

Berlin.

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INTEREST allowed on Current Account,

DEPOSITS received on terms which may be

LONDON BANKERS:

learned on application. Every description of Banking and Exchange business transacted. A. KOEHN. Manager. Hongkong, 4th December, 1907.

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA. INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE-LORDON.

PAID-UP CAPITAL ..... £1,200,000 RESERVE LIABILITIES OF PROPER. TORS .... £1,200,000

. INTEREST allowed on Current Account at the rate of 2 per cent, per annum on the Daily balances. On Fixed Deposits for 12 months 4 per cent

JOHN ARMSTRONG. Manager, Hongkong, 14th May, 1908.

FINHE MERCANTILE BANK OF INDIA, LIMITED. AUTHORISED CAPITAL ... 21,500,000 SUBSCRIBED PAID-UP RESERVE FUND

LONDON JOINT STOCK. BANK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2 per cent, per annum on the Dally balance. ON FIXED EEFOSITS: For 12 months ... -.. 4 per cent. 31 per cent.

21 per cent

BANKERS:

EVAN ORMISTON Manager. Hongkong, 23rd April, 1908. THE VOKOHAMA SPECIE BANK

LIMITED. CAPITAL PAID-UP ...... Yen 24,000,000 HEAD OFFICE - YOROHAMA

Branches and Agencies. • Kobe Tokyo London Nagasaki San Francisco Honolulu New York Bombay Shanghai Hankow Tientsin Chefoo Peking Newchwang Dalny Port Arthur Mukden Lioyang Antung Chang Chun Tieling

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per annum on the daily balance. On fixed deposits for 12 months 5% per annum 3% "" TAKEO TAKAMICHI, Manager.

Hongkong, 24th March 1908. 524

INSURANCES

THE GLORUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are propared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co. Hongkong, 18th August 1906

AACHEN AND MUNICH FIRE IN. SURANCE CO. OF AIX LA-CHAPELLE,

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. REUTER, BROCKELMANN & CO.

NTORTH BRITISH AND MERCAN. TILE INSURANCE COMPANY. TOTAL FUNDS AT Slat DECEMBER, 1905 £17,887,119.

Hongkong, 21st April, 1897.

AUTHORISED CAPITAL #3,000,000 SUBSCRIBED CAPITAL ... 2,750,000 PAID-UP CAPITAL ...... 687,500 II. FIRE FURDS...... 8,386,720 19

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO. Hongkong, 27th April, 1907.

INTIMATIONS

DR. M. H. CHAUN, THE latest Method of the AMERICAN . SYSTEM of DENTISTRY. 33; QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. CIEN TING. Founded by the following Banks and

SURGEON DENTIST. No. 10. D'AGUILAR STREET

TERMS VERY MODERATE. Consultation Free, Hongkong, 21st September, 1905

PRIVATE\_BOARD—AND RESIDENCE TAT RS. GILLANDERS

2 & 4. KENNEDY ROAD. Hongkong, 9th February, 1907

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LONG CHAIRS.

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HONGKONG.

Hongkong, 20th February, 1908.

BISHI DOCKYARD ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK."

A.1, A.B.C., and Engineering Code Used NEW DOCK NOW OPEN. DOCK No. 3. Extreme Length ... ... Length on Blocks ---Width of Entrance on Top Width of Entrance on Bottom ... 881 Water on Blocks at Spring Tide 844 DOCK No. 1. Extreme Length...

Width of Entrance on Bottom. Water on Blocks at Spring Tide DOCK No. 2. Extreme Length... ... Length on Blocks \*\*\* \*\*\* Width of Entrance on Top ... Width of Entrance on Bottom...

Length on Blocks

Width of Entrance on Top

Water on Blocks at Spring Tide PATENT SLIP. Suitable for vessels up to 1,000 THE WORKS are well equipped with L LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS: ELECTRICAL

A LARGE STOCK of MATERIAL is always kept on hand, The COMPANY has the powerful steamer 'OURA-MARU" (712 tons, 700 LH.P specially built for SALVAGE PURPOSES equipped with necessary gear, slways ready.

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### NOTICES TO CONSIGNEES

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE

MOTICE TO CONSIGNEES. HE Steamship

" GOEBEN."

having arrived. Consignees of carge are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns and all goods remaining undelivered after the 23rd inst., will be subject

to rent. All broken chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 9.80 A.M. All claims must reach us before the 27th inst. or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & CO.,

Hongkong, 16th June, 1908. NOTICE TO CONSIGNEES.

FROM EUROPE.

KI HEH, A. L. Steamship

Captain Lüning, having arrived, Consignes of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary, be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardons and/or extra hazardons Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignées' risk and expense. All Claims must be presented within ten days

of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be

subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at S P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE. Hongkong Office. Hongkong, 18th June, 1908.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP "TREMONT." FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, AND MANILA. HE above Steamer having arrived, Con-

signees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk No Fire Insurance will be effected by us

in any case whatever. DODWELL & CO., LIMITED, Agents. Hongkong, 18th June, 1908.

INDO CHINA STEAM NAVIGATION MITSU
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

HE Company's Steamship

" NAMSANG, having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside. Cargo impeding the discharge or remaining

on board after Noon, the 22nd June, will be landed at Consignee's risk and expense. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD.,

General Managers. Hengkong, 19th June, 1908. "INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRAPURA." having arrived from the above Posts, Consignees COALS.
of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

Goods are landed. Goods not cleared by the 25th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever. All damaged packages must be left in the Godowis, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised

Optional goods will be landed here unless instructions are given to the contrary before JARDINE, MATHESON & Co.,

Hongkong, 19th June, 1908.

ON SALE.

A TABLE OF THE RATES OF EXCHANGE AT HONGKONG

DEMAND DRAFTS ON BOMBAY On the Day Preceding the Departure of the English Mails from the Year of the Clusing of the Indian Mints to the Free Coinage of

FROM 1893 TO 1905;

RATES, FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900). and other Useful Information.

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## SCOTCH WHISKY.

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THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Lin are prepared to issue THROUGH BILLS OF LADING for all the principal ports in South Africa, in connection with INDO-CHINA STRAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUITA for CAPE PORTS every fortnight For Freight and further particulars.

apply to DODWELL & CO., LIMITED General Agents for China and Japan Hongkong, 4th August, 1898.

(MITSU BISHI CO.) COAL DEPARTMENT

MARUNO-UCHI, TOKYO. - Cable Address, "IWASAKI," which applies to all Branch Offices. AI, ABC 5th Ed., Western Union Codes used

All Letters to be Addressed: MANAGER, MITSU BISHI Co.

BRANCH OFFICES:-NAGASAKI, MOJI, KOBE, KARATSU SHANGHAI, HONGKONG, & HANKOW.

AGENCIES:--YOKOHAMA: M. ASADA, Esq. CHINKIANG Messrs, GEARING & Co. MANILA: Messrs. MACONDRAY & Co. SOLE PROPRIETORS of Takashima Ochi, Namazuta, Shinnew, and Hojo Collieries

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No. 2 Pedder Street, Hongkong.

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IN THE BEST MATERIALS.

RAUB AUSTRALIAN GOLD.

SENERAL MANAGER'S MONTHLY REPORT TO SHARRHOLDERS.

The following is the monthly report of the General Manager of the Raub Australian

Gold Mining Company, Limited:—
Gentlemen,—I herewith beg to submit my report on your mining and milling operations. The accompanying sheet of mine measurements and assey results of prospecting work shows; total of 900ft. for the period (4 weeks) under review, made up of 12ft. sinking, 163ft. driving, 343ft, cross-catting and 38ft. of surface prospecting; as against a total of 1,028ft. for the previous four weeks.

Koman, 540ft. Level, Drive South .- To this has been added 6ft., making a total of 40ft. The lode 60in, wide gives an assay of 51dwt. 540it. Level, Drive North at 85ft. from the Shaft.—This has been advanced from 10 to 29ft. The lode 48in. wide is very poor, work has been stopped and the drive started North, on the Hanging Wall Branch at 121ft. from the Shaft

-540lt.-Level.-Drive-South on-Hanging.-Wall. Branch. This has been driven 15ft, making a total of 43ft. The samples were taken over a width of Slin, and give an average of 20dwt per ton.

440lt. Level, Drive South.—Here 16ft. has been driven bringing the total to 419ft. The lode 48in, wide is worth 6dwt.

340ft., Level, Drive South.-This end has

been driven 15ft., making a total of 495ft.

340st., Level, South, Drive in Stope.—This has been extended 7ft, making a total of 62ft. The lode 36in. gives 6dwt. to the ton-To this has been added 3ft, making a total of locally built boat of 457 tons gross. She has 227ft. The lode 6 in, wide is worth 7dwt. been placed in the hands of her huilders, who This drive has been connected by a crosscut to | constructed her in 1906, for a general overhaulthe main drive about 50ft, north of the Shaft. 240ft. Level, North Drive on Branch, from Stope — This has been advanced 14ft. bringing the total to 196ft. The lode 72in, wide assays

Crosscutting.—For Stope filling 178ft. Stopes.—Above the 440ft. Level, 1 Stope Lode Bin, wide and worth 51 dwt. Above the 340ft. Level, 2 Stops. Lode 82in. wide and worth 3dwt, Above the 240ft, Level, 1 Stope, Lode 24in.

wide and worth 4dwt.

STOP MINE. 160ft, Level, Drive South,-Here 80ft, has been driven, making a total of 682ft. The lode Slin, wide assays 23dwt.

160ft. Level, Drive North East Lode .-This has been taken-from 114 to 131ft. The lode 46in. wide assays 1½1wt. Crosscatting for Stope-filling -147ft. Stopes,—Above the 170ft, level, 2 Stopes. Lode 102in, wide and worth 7dwt.

ANDERSON SHAFT. The Shaft has been sunk 12lt:, making the total depth 74ft. A temporary headgear has been raised and a cornish pump fixed in the Shaft. Work is now progressing favourably.

BUKIT MALACCA. No. 2 Level, North of No. 2 Shaft.—On a small branch about 3in. wide a drive has been started and taken 3ft. Samples taken over 30in. gives 31dwt. No. 1 Level. South of No. 1 Shaft .- This

has been driven 18ft, making a total of 237ft. There is a noticeable improvement in the lole, which for 48in, wide assays 44dwt. Crosscutting for Stop. Filling.—18ft. Stopes. Above the No. 2 Level. 1 stope

lode 65in, wide and worth 7dwt. Surface Prospecting.—Some 382 feet el driving, sinking and crosscutting has been done. General.—From the Wilfley Tables 268 tons of concentrates have been won worth 226

The excessive loss in milling time is due to

the breaking of a Cam Shaft and slight breakdown to the electrical machinery mainly due t heavy lightning discharges. The clean up of the Cyanide works gave 101

ozs. of gold, equalling 85 per cent extraction, period of work 12 weeks. Tons treated 117. The following are the Milling Returns for the same period:-Stamps: 4). Ran 28 days less 2.6 days for

repairs and clean up Huntington Mill ran 28 days less 6.51 days for repairs and clean up. Ore Crushed: Koman 1,419 3,555 tons.

2,272 ozs. producing. Amalgam Collected Retorted Gold Smelted Gold 771,125 ozs.: Average field per ton 4,338 dwt, value of tailings 591 4.338 dwt. CURIT MALACCA. No. I Mill ran 23; days ( crushing 1,686 tons surface

ore and 239 tons Mine on. Total Crushed 1.925 tons. 502 ozs. producing... Amalgam Collected Retorted Gold Smelled Gold Average yield per ton 1.56 dwt. Total tone crushed

Smelted Gold 921,025 ozs. Average yield per ton 3,361 dwt. Cyanide Gold 101,000 ozs. Average Fineness of all Gole \$914.64

W. H. MARTIN

THE SHANGHAI TRAMWAYS.

When the first tramcar made its appearance on the Shanghai thoroughfares, while the Chinese watched its progress with open-mouthed astonishment, the first thought that came to the mind of most foreigners was the desirability of reserving a special compartment for Europeaus. It was widely asserted and as widely believed, that unless this were done, foreigners would not use the trams at all. The trainway company believed that the first class tariff of fares would prove a. sufficient barrier between native and foreign passengers, and there for the past few months, the matter has rested. Yet with that fickleness that is characteristic of the travelling public, a large section of foreigners has not considered it worth while paying double the second class fare to avoid rubbing shoulders with the Chinese, and on all the routes, except at the busiest time of the day, the first-class compartment is practically deserted. Possibly the advent of summer will cause it to be used more widely, but it would be unwise to prophesy that this will happen while books of second class coupons remain on sale at the Club. So wide has the use of the salmon-coloured coupous become that, anomalous as it may seem, it is the Chinese passengers who frequently have to travel first to svoid the crush in the second. At present it is too early for a revision of fares to be entertained but as the trams now carry about 35,000 passengers per day, and lose acent per passenger on the second class fares, it is obvious that not being a philanthropic institution, the company will at no distant date be forced to make representations to the Council. At present only ten per cent of the daily revenue comes from first-class, and as the fares are on an average double those in the second, this means that only about five per cent of the passengers travel

first. The public, therefore, must be prepared for the abolition of one of the two classes shortly, and then, we have little doubt, there will again be talk of a special class for foreigners only. -N.-C. Daily News.

SHARE REPORT.

Mesers. Erich Georg & Co. say in their weekly share report dated Hongkong 20th June, 1908 -Business during the week under review has been very slack indeed; several stocks have weakened and at the close there are hardly any buyers to be found, except at a further reduction. The sterling demand rate of exchange on London closes at 1s. 10-1/16d., while rates on Shanghai are Tls. 474 for a Bank T/T, and Tls. 747 for a three days' sight Private Bill. the rate in Shanghai on this for a three days' sight Private Draft being Tls. 741. Barsilver in London is quoted 25 d., and Consols £877. The Bank of England rate of discount remains 24 per cent. while the private market rate of discount is 14 per cent.

BANK SHARES.—Early in the week, Hong. kong and Shanghai Bank shares sold at \$760, but the rise in silver had an adverse influence on\_the\_quotation, and shares have been done since at \$755 and \$7521, the market closing with sellers at \$755; London quotes £78, 10s. od. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions have sellers at \$790; other stocks under this heading

are unchanged and without sales. FIRE INSURANCE SHARES.—A small lot of Hongkongs changed hands at \$315, and more shares are wanted. A few Chines sold at \$93. SHIPPING SHARES.—Hongkong, Canton and Macao Steamboat shares sold and are on offer at-\$29}, but at \$29 shares might be placed; this 340ft Level, North, Hanging Wall Leader .- Company has purchased the s.s. Ho: Sang, a and some alterations, and as soon-as these have been effected, which will be in a few weeks, she will be turned over to the Hongkong, Canton and Massa Steamboat Company, to be employed on the Macao Canton line. We hear that she is well adapted for the trade, and that a condition of the purchase is further, that her sister. ship, the s.s. Hoi Ming, which used to run on the Masso-Hongkong line, is to be withdrawn, and not employed again either on the Hongkong-Macao line or on the Macao-Canton line. Indo-Chinas have adlers at \$62 (preferred) and deterred combined), while London quotes-£4. 5s. Od. and £2. 10s. Od. respectively, and the Shanghai rate is Tis. 445; China and Manils have sellers at \$15. Douglases changed hands at \$37, \$3 & and \$36, and have futher enquiries at \$35. Old Star Forries have been done at \$25, while the new issue can be got at \$15. Siles of Shell Transports have been effected at 46a. closing with sellers; London, after quoting 47s. 3d., has dropped to sellers at 46s. 3d. Union Waterboats continue in demand at \$103, but none seem to be available at that agure. REFINERIES.—China Sugars are easier with

a sale and a small lot offering at \$1924. Luzons are unchanged.

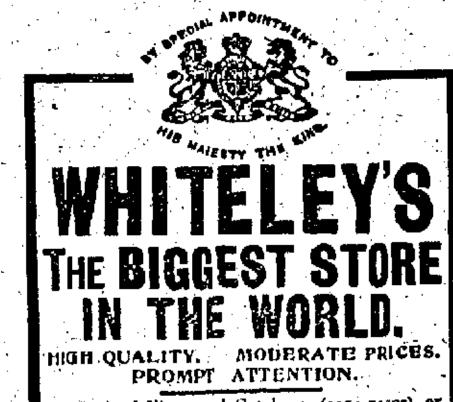
MINING SHARES .- Charbonnages are unchanged. Raub have sellers at \$73, after sales at \$8 and \$73; Chinese Engineering and Mining Company's shares are on offer at Tls. 16. DOCKS, WHARVES, GODOWNS, &c.-Hongkong and Whampoa Docks, after smill sales at \$107, 106, \$105 and \$104, are obtainable at latter rate. Funwicks, as well as New Amoy Docks, are unchanged. Shan that Docks sold in the early part of the week to the North at Tis. 88 and Tis. 87, but the market has fallen since to sellers at Tls. 80; Hongkong and Kowloon Waarf and Godown Company shares have been done at rates ranging between 851 and \$52, closing with probable sellers at \$51.

Shanghai and Horgkew Wharves have advanced to buyers at Tls. 2374. LANDS, HOTELS AND BUILDINGS .- Hongkong Lands are offering at \$98. A few Kowloon Lands sold and have buyers at \$26. West Points have sellers at \$48 and Hongkong Hotels. at \$95. Humphrey's Estate shares sold and have buyers at \$ 0. Shanghai Lands have im-

proved to Tls 124. COTTON MILLS.—Ewos have dropped another Tack and are quoted Tls 56.. Other Shanghai Mille are unchanged. Hongkong Cottons changed hands at Sil.

SUNDRY MANUFACTURING COMPANIES .-China Light and Powers have been done at \$63. Hongkong Electrics fetched \$16, and Green Island Cements \$103. Ices have been done and are wanted at \$225. Other stocks under this heading are unchanged and without transactions.

MISCELLANEOUS.—China-Borneos have been placed at \$104. Langkate have risen to Tls. 5223, ex the 2nd quarterly dividend of Tls 10 per share, paid on 15th instant. Watkins found buyers and are wanted at \$3. Weissmanns have buyers at \$150. In other stocks under this heading nothing has been done and quotations are unchanged.



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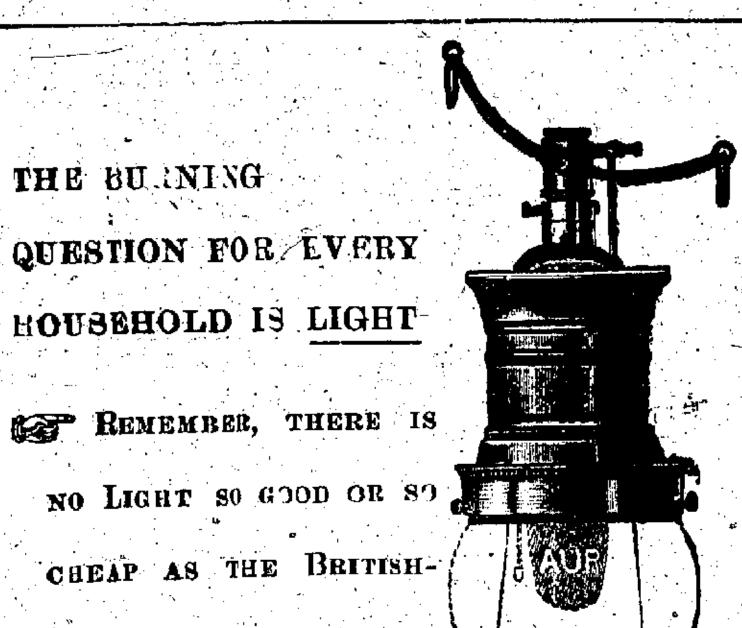
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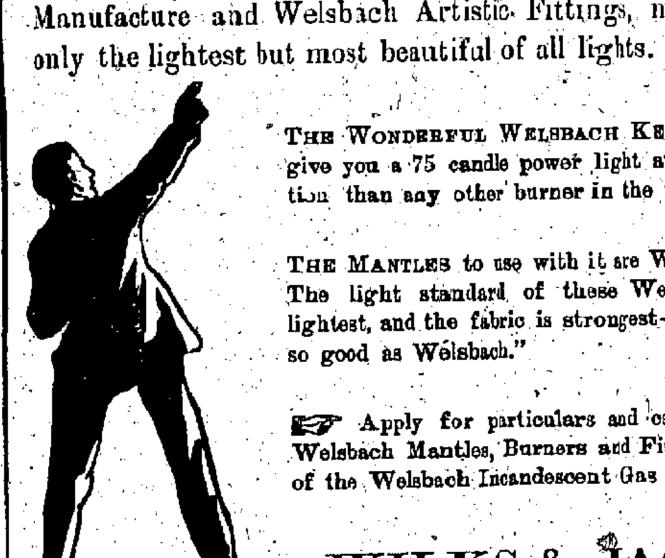


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THE WONDERFUL WELSBACH KERN BURNER No. 3, will give you a 75 candle power light at a lower gas consumption than any other burner in the world.

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A PANCREATISED MILK AND CEREAL FOOD. For Travellers by Sea or Land this complete Food will be found exceedingly valuable.

ALLEN & HANBURYS Ltd., 37, Lombard Street, LONDON.

AMARA, British str., 21st June-Canton. CARDIGARSHIRE, British str., 2,689, W. O. Lyers, 20th June-Shanghai 16th June,

General-Shewan, Tomes & Co. FRITHJOF, Norwegian str., 20th June—Canton. FUKUSHU MARU, Japanese str., 1,090, T. Ito, 20th June—Swatow 19th June, General— Osaka Shosen Kaisha. HAICHING, British str., 1,267, W.C. Passmore,

21st June-Coast Ports 20th June, General —Douglas, Lapraik & Co.

HELLAS, German sir., 1,580, O. Hensen, 21st

June — Hankow 16th June, General —

Hamburg-Amerika Linie. JACOB DIEDEBICHBEN, German sir, 630, A Hausen, 21st June-Haiphong and Hoihow 20th June, Rice and Pigs-Johnen & Co. KWANGLEE, Chinese str., 1,864, R. Lincoln. 21st June-Shanghai 17th June, General

—Chinese. KWANGTAH, Chinese str., 21st June-Canton. Kwongsang, British str., 1,428, W. Palmer-Baker, 20th June-Shanghai 14th June, via Swatow 19th; General-Jardine, Matheson LAUSCHEN, German, str., 2,056, R. K. Sperling,

21st June-Saigon 16th June, Rice-Jebsen & Co. LINAN, British str., 21st June-Canton. LOTHIAN, British str., 3,222, W. J. Lockhart,

21st June-Singapore 15th June, General - Dodwell & Co. MATHILDE, German str., 831, A. P. Ulderup. 20th June-Haiphong and Hollow 19th

June, General-Jebsen & Co. PONOTONG, German str., 997, Boiefuhr, 20th June-Bangkok 13th June, Rice-Butterfield & Swire. Shoshu Maru, Japanese str., 998,

Ijiohi, 21st June-Takew and Formosa 19th June.—Osaka Shosen Kaisha. SIERRIA, American str., 5.655, A. Zeeder, 21st -- June-San Francisco via Ports & Shanghai 19th June. Mails and General-Pacific

Mail Steamship Co. TERNKAI British str., 3,210, A. R. Stewart, 20th June - Liverpool 9th May, and Singapore 14th June, General-Batterfield & Swire.

-Telemachus, British str., 4,802, J. H. Good. win, 21st June-Singapore 16th June, General-Butterfield & Swire. THEODOR WILLE, German str., 3,667, H. Fulda, 21st June-Cardiff 3rd April, Coals -Jebsen & Co.

TJIBODAS, Dutch str., 2,247, P. Zwart; 20th June Macasser 12th June, General -Java-China-Japan Lijn. TONKIN, French str., 3,684, Charbonnel, 21st June-Yokohama and Shanghai 19th June. General-Messageries Maritimes.

DEPARTURES

20th June. ANDALUSIA, German sir., for Singapore. INDRAPURA. British air , for Shanghai. ISTRIA, German str., for Shanghai. PROGRESS, Norwegian str., for Saigon. Ron, British sir, for Manila. STINTOR, British str., for Singapore.

ABABIA, German str., for Moji and Portland. CARDIGANSHIRE, British str., for Singapore. CHEANGCHEW, British str., for Singapore. CHEONOSHING, British str., for Swatow. DAIJIN MARU, Jap. str., for Swatow. ERITHJOP, Norwegian str., for Saigon, HANGSANG, British str., for Swatow. JOHANNE, German str., for Haiphong. KEONGWAI, German str., for Swatow. Kwongsang, British sir., for Canton, RAJABURI, German str., for Hollow. SINGAN, British str., for Haiphong. TEENHAL British atr., for Shanghai. WOOLWICH, British str., for Labuan.

SHIPPING REPORTS. The British str. Teenkai reports: Weather fine, wind varying from S. W. to East, Mode rate sea smooth. The Dutch str. Tjibodas reports: Fine weather,

N. N. E. swell calm sea, driftwood and fowls.

. VESSELS IN DOCK. June 20th.

ABREDERN DOCKS .-Kowloon Docks-Sorsogon, Finne, Court. field, Sumatro, H.M.B. Monmouth. COSMOPOLITAN DOCKS .- C. Apear.

VESSELS ON THE BERTH FOR SINGAPORE, PENANG AND

CALCUTTA. WHE Steamship

"CATHERINE APCAR! Captain W. D. A. Thomas, will be despatched for the above Ports TO-MORROW, the 23rd inst, at NOON, ins ead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & Co., LTD.,

Agents. Hongkong, 22nd June, 1908. DOUGLAS STRAMSHIP COMPANY,

LIMITED. FOR SWATOW, AMOY AND FOOCHOW.

FI'HE Company's Steamship "HAICHING." Capt. Passmore, will be despatched for the

above Ports TO-MOKROW the 23rd inst., at 2 P.M. For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers.

Hongkong, 20th June, 1908. AUSTRIAN LLOYD'S STEAM NAVA

GATION COMPANY: STEAM FÖR

FIUME AND TRIESTE (DIRECT). Calling at BINGAPORE, PENANG COLOMBO, BOMBAY, KARACHI, ALEN, SUEZ and PORT SAID. Taking Cargo at through rates to the BRAZIIS to PERSIAN GULF. RED SHA, BLACK SHA, LEVANT, VENICE and ADBIATIS

FIHE Company's Steamship

"TRIESTE." Captain S. Cliunck, will be despatched as above TO MORROW, the 23rd June. This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Frei, he

SANDER, WIELER & Co., Agents. Princes' Buildings. Hongking, 22nd June, 1908.

ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Koyloon "m," and thoses vessels berthed at the Kowloon Wharf "k.w." tegether with the number denoting she section. SECTIONS.

2 From Harbour Master's to Blake Pier. 8 From Blake Pier to Naval Yard. 1 From Green Island to the Harbour Master's. 4 From Naval Yard to East Point.

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\. W	DESTINATION	vesorl's names	FLAG & RIG	BERTH	CAPTHE	FOR FREIGHT APPLY TO	TO BE DESPATCHED
"				7			
		Dermara	D-24 -4-		T D 17		A h 4 00 . 1
	LONDON & ANTWERP VIA SINGAPORE, &c	PALERMO ARCADIA	Brit, str Brit. str	-	A. L. Valentini	P. & O. S. N. Co	About 23rd inst. On 27th inst., at Noon.
i8.	LONDON & ANTWERP	CARNARYONSHIRE,	Brit, str		941 948 944 944 444 444	SHEWAN, TOMES & Co	About 10th July.
	HARVE & HAMBURG VIA STRAITS, &c HAVRE & HAMBURG VIA STRAITS, &c	DORTMUND	Ger. str	k.w. k.w.	Malchow	Hamburg-Amerika Linin Hamburg-Amerika Linin	On 12th July. On 26th July.
Bi	HAVRE & HAMBURG VIA STRAITS, &c	SAIONIA	Ger. str	k.w.	Habel	HAMBURG-AMERIKA LINIE	On 9th August.
_	MARSEILLES, &c., via Ports of Call Marseilles, London & Antwerp via Singapore, &c	TONKIN	Fr. str		Charbonnel T. Murai	Messageries Maritimes Nippon Tusen Kaisha	To-morrow, at 1 P.M. On 24th inst., at D'light
	MARSEILLES, HAVRE COPENHAGEN,	Stam	Dan. str.			Mrloher & Co.	Beginning of July.
T I	MARSEILLES, LONDON, & ANTWERP VIA SINGAPORE &C. ANTWERP, ROTTERDAM BERMEN & HAMBURG,	WAKASA MARU BRISGAVIA	Ger. str	k. w.	N. Nielsen Girstenbräu	NIPPON YUSBN KAISHA	On 8th July, at D'light On 26th inst.
	NAPLES, GENOA, ALGIERS, GIBBALTAB, &C	Kirist	Ger. str	-	Rud. Meyer	MELCHERS & Co	On 1st July, at Noon.
p, th	TRIESTE, &c., VIA SINGAPORE, &c BOSTON & NEW YORK	OCIANO	Aus. str Brit. str		S. Cliunak		To-morrow. About 25th inst.
	VANCOUVER via SHANGHAI JAPAN, &c	EMPRESS OF JAPAN	Brit. str	_ 1 m	wegen wegen best best was best	CANADIAN PACIFIC B. Co	On 4th July, at 4 P.H.
in	VANCOUVER VIA SHANGHAI JAPAN, &c VICTORIA, B.C., & SEATTLE, WASH., &c	MONTEAGLE	Brit, str. , Jap. str. ,	2 m.		Canadian Pacific R. Co Nippon Yushn Kaisha	On 11th July, at Noon. To-morrow, at 4 P.M.
_	VICTORIA B.C., & TACOMA VIA JAPAN	TRIMORT	Am. str		T. W. Garlick	DODWILL & Co., LTD	On 1st July.
I.	VICTORIA, B.C., & SEATTLE, WASH., &c AUSTRALIAN PORTS VIA PORT DARWIN	Tosa Maru	Jap. str Brit. str		St. John George	MIPPON YVERN KAISHA	On 7th July, at 4 P.M. On 25th inst., at Noon.
34	AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str	lm.	G. W. Eidy	BUTTERIELD & SWIRE	Os 27th inst., at 4 P.M.
Βt	AUSTRALIAN PORTS VIA MANILA	NIEKO MARU PRINE WALDEMAR,	Ger. str	Panel	W. von Senden	MELCHES & Co	On 10th July, at Noon. On 16th July, at 5 r.m.
lo	AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str		N. Mathieson	NIPPON YUSEN KAISHA	On 7th Aug., at Noon.
	VLADIVOSTOCK	CURONIA	Rus. str Jap. str		T. Ito	Melchers & Co	About 5th July. On 26th inst., at Noon.
B-	YOROHAMA AND KOBE	PRINZ WALDEMAR.	Ger. str	-	W. von Senden	MELCHERS & Co.	About 26th inst.
ů,	KOBE AND YOKOHAMA	Kawachi Maru Kukano Maru	Jap. str Jap. str	-	H. Petersen	NIPPON YUSEN KAISHA	On 27th inst., at D'light On 8th July, at Noon.
d.	NAGASAKI, KOBE & YOKOHAMA JAPAN	TJIBODAS	Dut. str.		Zwart	JAVA-CHINA-JAPAN LIJN	Quick despatch.
0,	CHINGWANGTAO, JAPAN, AMERICA, &c	Aniral Exhlmans	Fren.str		F. Wheeler	J. MILLET.	On 25th July. To-morrow, at Noon.
Ŧ.	SHANGHAI. KOBE & YOKOHAMA	LWONGSANG	Fron.str.		Lemonnier	MESSAGERIES MARITIMES	About 22nd inst
le	SHANGHAI. YOKOHAMA, KOBE & MOJI	NAMBANG	Brit. str Brit. str		M. B. Lake		To-day, at Noon. To-morrow, at 4 P.M.
h	SHANGHAI & CHINKIANG	SHANSI		2) <u></u>	TH. Hide, R.N.R.	P. & O. S. N. Co.	About 25th inst.
-	SHANGHAI VIA SWATOW, AMOY & FOUCHUW	CHOSH ON MAEU	Jap. str	11.5	T. Suruga	OSAKA SHOSEN KAISKA	On 28th inst., at 9 A.M.
et l	SHANGHAI, YOKOHAMA & KOBE SHANGHAI, YOKOHAMA & KOBE	Petronia	Ger. str	k.w.	Habel	Hamburg-Amerika Linin ;	End of June. On 30th inst.
в,	SHANGHAL YOKOHAMA & KOBE	SILVIA	Ger. str	k.w.	****	HAMBURG-AMBRIKA KIND	On 1st July.
	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA SHANGHAI, YOKOHAMA, KOBE & MOJI	PRINZ LUDWIG	Ger. Str Brit. str		F. J. Fox	P. & O. S. N. Co	About 1st July: About 4th July.
-	SHANGHAI, MOJI & KOBE	WAKAMIYA MARU	Jap. sir	_	T. Yamawaki	NIPPON TUSHN KAISHA	-On 6th July.
٠.	BHANGHAI	SHOSKU MARU	Dut. str Jap. str	_		Jaya-Crina-Japan Lijk Obaka Shoben Kaibha	Quick despatch. On 24th inst., at D'light
	SWATOW, & SHANGHAL	BHAORSING	Brit. str		Robertson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
	BWATOW, AMOY & FOOCHOW	HAICHING	Brit. str	<b>-</b> .		BUITERFIELD & SWIRE	To-morrow, at 2 P.M. To-morrow, at 4 P.M.
. ,	MANILA	YUENBANG	Brit. str	<del></del>	T. Meyrick	JARDINE, MATHESON & Co., LD	On 26th inst., at 4 P.M.
-	MANILA	LOONGBANG	Brit. str Brit. str			JARDINE, MATHEON & Co., LD.	On 27th inst., at Noon. On 3rd July, at 4 P.M.
-	MANILA	RUBI	Brit. etr		R. Almond	SHEWAN, TOMBS & Co	On 4th July, at Noon.
•	KUDAT & BANDAKAN	Borneo	Ger. str Jap. str			MELCHEES & Co	About End of June, On let July.
·	BOMBAY VIA SINGAPORE & COLOMBO SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str,	_	W. D. A. Thomas	DAVID SASSON & Co., LID	To-morrow at Noon.
	BINGAPORE, PENANG & CALCUTTA	FOOKBANG	Brit. str	r	R Atenini	Jabdike, Mathebon & Co., Ld. Osaka Chosen Kaisha	On 27th inst., at Noon. On 25th inst., at Noon.
	BATAVIA CHERIBON, SAMARANG, &c	SHIBETORO MARU TJILATJAP	Jap. str Dut. str	4		JAVA THINA-J-APAN LIJN	About 27th inst.
		*****		The second			
•		Land to the second		1			

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD.,
ST. PETERSBUEG & VLADIVOSTOCK.

EAST ASIATIC Co., LD

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SAILINGS FROM HONGKONG. PROJECTED SUBJECT TO ALTERATION.

DESTIRATION SHANGHAI, YOKOHAMA & KOBE MARSEILLES, HAVRE, ? & COPENHAGEN .... VLADIVOSTOCK ... ...

DATE OF SAILING End of June. "PETRONIA" "SIAM" ..... Beginning of July. "CURONIA" ..... About 5th July. MELCHERS & CO.,

For Further Particulars, apply to Hongkong, 5th June, 1908.

AGENTS.

### YUSEN KAISHA. NIPPON (THE JAPAN MAIL STEAMSHIP CO.)

BTHAMERS

PROJECTED SAILINGS FROM HUNGKONG-SUBJECT TO ALTERATION.

Capt. T. Yamawaki, Tons 4723 July.

SAILING DATES 1908. STRAMBES. DESTINATIONS. MARSEILLES, LONDON and ( HAKATA MARU, Tons 6161) WED DAY, 24th June, ANTWERP, via SINGA. Capt. T. Murai, PORE, PENANG, WAKASA MARU, at Daylight. WED DAY, 8th July, at Daylight COLOMBO, and PORT SAID (Cept. N. Nielsen

ICTORIA. B.C. and TUESDAY, 23rd June. 6 KAGA MARU Capt. G. S. Lapraik, Tons 6301 at 4 P.M. SHANGHAI, MOJI, KQBE { TUESDAY, 7th July, § TOSA MARU YORKAICHI, SHIMIDZU Tons 5823 | at 4 P.M. Capt. J. Nagao, and YOKOHAMA ....

FRIDAY, 10th July, SYDNEY and MELBOURNE, (NIKKO MARU via MANILA, THURSDAY | Capt. T. Harrison, Tons 5539 | at Noon. FRIDAY, 7th August, ISLAND. YOWNSVILLE KUMANO MARU ... ( Capt. N. Mathieson, Tons 5076 ) at Noon. and BRISBANE SATURDAY, 27th (KAWACHI MARU KOBE and YOKOHAMA Capt. H. Petersen, Tons 6101 June, at D'light. BOMBAY via SINGAFORE, (1 TAKASAKI MARU WED'DAY, 1st Capt. A. Mocker, Tons 4746 July. and COLOMBO

NAGASAKI, KOBE and KUMANO MARU ... \ Capt. N. Mathieson, Tons 5076 f at Noon. YOKOHAMA ... \* Calling at Keelung. Cargo only.

§ Fitted with Marconi's System of Wireless Telegraphy. † Through Passenger Tickets issued to the Principal Cities in the United States. Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama. 1st and 2nd Class through Passengers have the option of travelling by Rail

ELecal Branch Office in Prince's Buildings, First Floor, Chater Road. KUSUMOTO.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's

Hongkong, 20th June, 1808.

SHANGHAI, MOJI and I WAKAMIYA MARU

MANAGER.

MONDAY, 6th

WED'DAY, 8th July,

MAIL LINES FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

STEAMERS. TO SAIL. "CALEDONIEN' SHANGHAI, KOBE &) About 22nd June. Capt, Lemonnier YOKOHAMA ... ... On 23rd June. "TONKIN' MARSEILLES VIA PORTS Capt. Charbonnel 1 P.M. "TOURANE" SHANGHAI, KOBE & On 6th July, P.R. Capt. Laucelin YOKOHAMA ... ... ... "POLYNESIEN" On 7th July, MARSHILLES VIA PORTS Capt. Martin 1 P.M. Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,

Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 16th June, 1908.

Hongkong, 10th June, 1998.

P. NALIN, ACTING AGENT, Queen's Building.

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PROPOSED SAILINGS FROM HONGKONG FOR-

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MOJI, KOBE AND YOKOHAMA.

Selling Thete. Captain. Steamers. Tons. T. W. Garlick ... ... On let July. \* TREMONT ... ... On 23rd July. W. Shotton t SUVEFIC ... On 19th August. Cowley... On 12th September. E. V. Roberts ... I Steerage Passengers only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENUANCE AND CUISINF, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUI" and "TREMONT" are fitted with very Superior Accommodation for First an ! Second Class Paesengers. The large size of these vessels ensures steadiness at sea. Electric fin in each room. Barber's shop and steam latindry. Cargo carrier in cold storage.

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JAYA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIBON SAMARANG, SOERABAIA. Taking cargo to all ports in Netherlands India

on through Bill of Lading,

THE Steamship

"TJILATJAP," Captain P. J. von Emmerick, will be despatched: for the above Ports on or about the 27th June. For information as to Freight and Passage, apply to the

Head Agent of the JAVA-CHINA-JAPAN LIJN. York Buildings, 1st Floor, Hongkong, 19th June, 1908.

EASTERN AND AUSTRALIAN STEAM-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at PORT DARWIN, and QUEENS-LAND PORTS, and taking through Cargo to ADRLAIDE, NEW ZEALAND. Tarmania, &c.:

### THE Steamship

"ALDENHAM," Captain St. John George, will be despatched as above on THURSDAY, 25th inst., at

Noon. This well-known Steamer is specially fitted ber, which ensures the supply of Fresh Provitions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon ero carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co.,

Hongkong, 10th June, 1908. THE AMERICAN AND ORIENTAL

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship

"OCEANO," will be despatched for the above Ports on or about THURSDAY, the 25th June. For Freight apply to

ARNHOLD KARBERG & Co., Hongkong, 13th June, 1908.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON

PHROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF. CONTINENTAL. AMERICAN AND SOUTH AFRICAN PODES,

THE Steamship "ARCADIA,"

Captain A. L. Valentini, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay &c. \_op\_\_\_SATUR. DAY the 27th June at Noon, taking passengers and cargo for the above ports in connection with the Company's as: "MOOLTAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France an Tea for London (under arrangement will be transhipped at Columbo into the mail steamer proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "PENINSULAR," due in London on the 9th August, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to F. J. ABBOTT

Acting Superintendent. Hongkong, 15th June, 1908.

THE TRECTORY AND **THEONICLE** 

FOR 1908

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Hongkong, 15th February, 1908.

Gutler, Palmer & Go.'s



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8HIPPERS Gutler, Palmer & Go., London.

HONGKONG.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STRAMB	ES TO	BAIL I	admarks.
TONDON and ANTWERF VIA BINGAPORE, PEN ANG, COLOMBO PORT SAID and MARSHILLES	PALERMO Capt. J. B. Fee	rguson About	23rd June } F	reight only,
SHANGHAI	DEVANHA	, E.N.E } Abou	t 25th } E	reight and Passage.
LONDON VIA USUAL PORT	B) ARCADIA	entini	n, 27th } &	ics Special Avertisement.
SHANGHAI, MOJI, KOBE	NUBIA		t 4th ] ]	Freight and Passage.
For further Particu	lars, apply to			

F. J. ABBOTT,

Acting SuperIntendent,

Hongkong, 20th June, 1908.

### CHINA NAVIGATION CO., LIMITED.

	FOR	·· · · · ·	STRAMERS		10 SÄIL.	
BWAT			SHAOHSIN		On 22nd June,	
SHAN	GHAI and CHINKIANG		Shansi" Taming"		On 23rd June, 4 On 23rd June, 4	
MANI	LA ZAMBOANGA, THURS	֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓֓	1 Million	**********	On sold outed a	
· DAY	ISLAND, COOKTOWN,	1	-			-
CAL	RNS, POWNSVILLE, ISBANE. SYDNEY, with		"CHANGSI	T Å ?"	On 27th June, 4	Р. Ж.
	shipment for TASMANIA,	<b>•</b>	OHIM GO.			- <del> y</del>
NEW	ZEALAND, ADELAIDE,	1		er en er er er er er er. Geregen er		
FRE	MANTLE and PERTH	J				

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dinning AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

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### LINIE HAMBURG-AMERIKA HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BEEMEN and HAMBURG and to NEW YORK.

VIJAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genos, and other Mediterranesa, Levantine, Black Soa and Bultic Ports, and all North and South American Ports.

Also via Adeu or Port Said, by the Company's "Arabian and Persian Service" to

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAL YOKOHAMA & KOBE: S.S. SAXONIA ... 30th June

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... ... - 1st July

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July

### HOMEWARD.

FOE ANTWERP, ROTTERDAM, BREMER HAMBURG:	1
B.B. BRISGAVIA 26th June	•
FOR HAVRE & HAMBURG: S.S. DORTMUND 12th July	- • -
SS: ISTRIA 26th July	7
S.S. SAXONIA 9th Aug	• .

Further Particulars, apply to-

HAMBURG-AMERIKA Hongkong Office.

Hongkong, 22nd June, 1908.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED BAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

+\*SH'HAI, YOKOHAMA. KOBE & MOJI, "NAMSANG"..... Monday, 22nd June, Noon. MANILA "LOONGSANG" Friday, 8rd July, 4 P.M.
RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing Stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.
These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. · Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. + Taking Cargo on Through Bills of Lading to Yangtare Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61 For Freight or Passage, apply to JARDINE. MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 22nd June, 1908.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

STEAMERS

YOKOHAMA & KOBE}	"PRINZ WALDEMAR" Capt. W. v. SENDEN	About Friday, 26th June.
KUDAT & SANDAKAN	"BORNEO." Capt. F. SEMBILL	End of June.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"KLEIST" Capt, Rud. Meyer	Wed'day, 1st July, at Noon.
BHANGHAI, NAGASAKI, KOBE & YOKOHAMA MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE	Capt. W. v. SENDEN	About Wed'day, lst July. Thursday, 16th July, at 5 P.M.

For further Particulars, apply to NORDDEUTSCHER LLOYD. MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA. Hongkong, 20th June, 1908.

### CHARGEURS RIEUNIS. FRENCH STEAMSHIP COMPANY, HEAD OFFICEJ: PARIS.

### OUND THE WORLD ALL

OUTWARD via Suzz:—Antwerp, Bunkirk, la Pallice, Marseilles, Genos, Naples, Colombo, Singapore, Hongkong, Chinwantso, (Peking Tientsin,) Kobe, Yekohama.

Genoa to Hongkons in 80 Days.

NAPLES to Hongkong in 29 Days.
Unique Opportunityte make a Tour in North China and Japan with Great Speed,
Safety and Comfort,

TRANSPACIFIC: -- Viotoria (B.C.) Vancouver, Seattle, San' Francisco. CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland Passengers to Overland and Europe YOROHAMA to VANCOUVER 13 DAYS YOROHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MAGELLAN STRAITS:-Mexico, River Plate, Brazil, La Pallice, Liverpool. PROPOSED SAILINGS

+ AMIRAL EXELMANS 25th July I - MALTE <del>. . . . . . . 12</del>(h - Oot:-= CEYLAN ... 26th Nov. = CORSE ... 11th Jan. 09 = OUESSANT ... ... 27th Aug. 1 No Passengers. † Intermediate Class and Rates of Passage.

— New Twin Screw, 16,000 tons Displacement, let Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these bosts.

For Further Particulars, apply to-

P. NALIN, ACTING AGENT, FRENCH-MAIL OFFICE.

Hongkong, 4th June, 1908.

### CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER.

		PROPOSED SA	LILINGS.	(Subject to Alle		en ger	
•	R.M.S.		Tons	LEAVE HONG	Kong Ai	erive Vanco	UV
-	"EMPRESS OF	JAPAN " 6,000	11. •••	SATURDAY,	4th July	25tհ Jul	y
٠	"MONTEAGLE	6,163	11 111	SATURDAY,	11th July	4th Ang.	•
		CHINA " 6,000		SATURDAY,	25th July	15th Aug.	
#		3,700		SATURDAY,	8th Aug.	6th Sept.	
	"LENNOX"		99 494	WEDNESDAY,	9th Sept.		_
	"EMPRESS OF			THURSDAY.	24th Sept.	12th Oct	

\* 8.8. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPRESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling a SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER-with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register, thus providing a comfortable and speedy through route to Europe. Hongkong to London, 1st Class .....via Candian Atlantic Ports or New York 271.10 Intermediate on Steamers

and 1st Class Railways ... First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Candian, Pacific direct Line. R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rate

affording superior accommodation for that class. Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval-Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments. For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

> D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.



## OSAKA SHOSEN KAISHA.

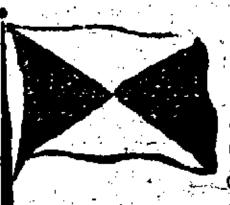
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG--SUBJECT TO ALTERATION.

FOR -	THE CO.'S S.S. LEAVING
ANPING VIA BWATOW	Cape, Totall - as Delaber
SOURABAYA (DIRECT)	
1201010	"FUKUSHU MARU" FRIDAY, 26th June, Capt. T. ITO at Noon.
+ SHANGHAI VIASWATOW	"CHOSHUN MARU" SUNDAY, 28th June,

Capt. T. SUBUGA ) at 9 A.M. AMOY & FOOCHOW \* These new Steamers have excellent accommodation for First and Second Class Passenger, and are fitted throughout with electric light. First-class Cabins Amidshipe. Unrivalled Table + Taking Cargo on through Biles of Lading to all Yanguse and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager. Hongkong, 20th June, 1:08.



TO BAIL.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila, Saloon amidships, Electric, Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers:

# CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

	· 	4		
ZAFI 80	2540	R. Rodger	Manila	On 27th June Noon.
RUBI	2540	R. W. Almond.	Manila	On 4th July, Noon.
<u> </u>	707	<u>I </u>		
For Freight or I	Passage	SII	EWAN, TO	MES & CO.,

## THOS. COOK TOURIST, STEAMSHIP & FORWARDING

BANKERS, &c. HEAD OFFICE:-LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS. SIBERIAN RAILWAY: TOURS arranged to ALL PARTS of the WORLD. BAGGAGE collected, forwarded and insured at lowest rates.

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16. DES VŒUX ROAD HONGKONG.

Hongkong, 22nd June, 1908

Japan Office: 14. WATER STREET YOKOHIMA.

SAILING DATE.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

EXPECTED WILL LEAVE FOR ON OR ABOUT STEAMER. ON OR ABOUT Second half of Second half of JAVA TJULATJAP AMOY June Juno Second half of Second half of JAPAN JAVA TJIBODAS. Jnge Jane Second half of Second half of SHANGHAI TJIMAHI .. JAVA June June · Second half of First half of TJILIWONG. JAVA JAPAN June First half of First half of SHANGHAI J 4VA TJIPANAS... Second half of Second half of JAPAN TJIKINI ....

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading, For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN. Telephone No. 375.

York Buildings, 1st Floor. Honglong, 19th June, 1908.



UBLIC ATTENTION is drawn to the fact that at the present time many brands of CONDENSED MILK are being offered for sale bearing labels so nearly representing that of the original "EAGLE" brand Milk manufactured solely by BORDEN'S CONDENSED MILK CO., of New York, as are calculated to deceive the purchasers of the real article.

As an additional protection, all purchasers of BORDEN'S "EAGLE" BRAND MILK are requested to note that every tin of same bears the signature of GATL BORDEN. the original minufacturer, on the label. BORDEN'S "EAGLE" BRAND MILK has the envisble reputation of being the milk par excellence and without a rival in point of view of quality and purity.

Owing to BORDEN's special and exclusive process of manufacture both their "EAGLS" and "GOLD SEAL" Brands are specially recommended for use in tropicals: climates, they being guaranteed to keep batter than any other Condensed Milk offered to the public.

For Borden's Condensed Milk Co., CONNELL BROS. COMPANY, Sole Representatives in Hongkong.

Honglong, 25th May, 1908.

The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion,

Cure for Gout, Rhoumatic Gout and Gravel.

The Physician's

Sour Eructations., Bilious Affections.

Radest and most Effective Aperiont Regular Use.



## SHIPPING IN PORT,

AMAR 1. British str., 1,566, C. J. Mattock, 14th June - Wakamatsu 8th June, Coal -Jardine, Matheson & Co.

AMERICA MARU, Japanese str., 3,460, W. E. Filmer, 17th June-San Francisco 19th General - Toyo Kisen Kaisha.

AMIGO, German str., 822, Frandsen, 17th June Hoihow 16th, Rice & General-Jebson & Co. BANGKOE, German str., 1920, F. Nicolaisen, 17th June Ban kok loth June, Rice and

Meal-Butterfield & Swire. CATHERINE APCAR, British str., 1,730, W. D. A. Thomas, 13th June -Calcutta via Singspore 8th June, General - David Sassoon & Co., Ltd.

Courtelle D. British str., 4897, John Wissman, 25th May-Moji 20th May, Coal-Mitsui Bussin Kaisha.

maps, 16th June-Moji 10th June, Coal-Mitsui Bussan Kaisha FOOKSANG, British str., 1,987, T. A. Mitchell, TRIESTE, Austrian str., 3,305, S. Cliunak, 19th 19th June - Moji 14th June, General-

Jardine, Matheson & Co. FRI. Norwegian str., 850, C. Wagle, 16th June VAUSHALL, British str., 2,346, Bradkering, 12th -Newchwang June 7th, and Chefco 9th, General - Asgaard, Thoreson & Co. HELENE German str., 771, J. Jessen; 19th June-Tourane and Quinhon 16th June,

Riceand Sugar - Jebson & Co. ITHAKA, German str., 1,450, Vogeler, 13th June -Chiukiang 9th June General-Hamburg-Amerika Linie.

KAGKEMARU, Jap. str., 3,906, G. S. Lapraik, 14th Jane—Japan and Shanghai 11th June, General-Nippon Yusen Kaisha. KIANGCHING, Chinese str., 1,003, Bresander, 3rd June-Shanghai 30th May, General-

Chinese.. KWANGTAH, Chinese str., 1,536, Wm. H. Lunt, 17th June-Shanghai 12th June, General. -Chinese.

LIANGCHOW, British str., 1,215, H. Harder, 17th June-Wubu 12th June, General-Batterfield & Swire. LINAN, British str., 1,351, C. C. Williams, 14th June Chingwantao 7th June, Coal-Butterfield & Swire.

MANDASIN MARU, Japanese str., 4,552, Nagstsu, 19th June-Kuchinetsu 13th June Coal-Mitsui Bussan Kaisha. NAMSANO, British str., 4,035, P. M. B. Lake, 18th June - Calcutta via Straits and Singapore 13th June, General - Jardine, Matheson & Co.

OCEANO British str., 1,739, M. L. Brum, 14th June-Hougay 12th Jane, Coal-Dodwell ONSANG British str., 1,787, R. Cox, 14th June

Moji 7th June, Coal-Jardine, Matheson PARLAT, German str., I,017, J. Wenzel, 16th June - Bangkok 12h June, Rice and

Meal-Norddeutscher Lloyd. POCAHONTAS, British str., 1,74%, F. G. Cox, 14th June-Salina Craz 12th May-Order. REIDAE, Norwegian str., 2,241, C. Stangebye, 15th June-Moji 9th June, Coal-Asgaard Thoresen & Co.

ROMANY, British str., 2,579, Nasbit, 14th June -Kobe 6th Jung Ballast-Asiatic Petroleum Co.

Shansi, British star 1,228, F. Boyd, 14'b June -Chickiang and Shanghai 10th June, General-Butterfield & Swire. SHAOHSING, British str., 1,307, W. McIntosh, 18th June-Shanghai and Ningpo 14th June, General—Butterfield & Swire.

May, and Shanghai 15th June, Mails and SUMATRA, German str., 507, Meinken, 12th. June-New Guinea 20th May, and Palas Island 2nd June, Copra-Melchers & Co. -Haphong June 12th, Pakhoi 14th, and Taming, British str., 1 348, A. Somerville, 19th June - Manila 13th June, General-

Batterfield & Swire. TELEMACHUS, British str., 1,344, J. Williamson, 13th June - Saigon 8th June, Rice -Chinese.

TIENTSIN, British str., 1 227, E. Monkman, 7th June-Amoy 5th June, General -Butterfield & Swire. THILLYJAP, Dutch str., 2,475, van Emmoriok,

General-Java-China-Japan Lija. ELLEN RICHMERS, Britishstr., 1,997, Schwage- (TREMONT American str., 9,606, Garlick, 18th June-Tacoma 15th May, via Manila 16th June, General—Dodwell & Co.

17th June-Moji June 8th and Amoy 16th,

June-Kobe and Shanghai 15th June, General-Sauder, Wieler & Co. June-New York 14th March, and Labuan 6th June, Case Oil-Standard Oil Co. YESAN MARU, Japanese str., 1,910, Aoke, 17th

Mitsui Bussan Kaisha. SATLING VESSELS. JOTERPOLIS, British ship., 2,487, Stewart, 6th June—San Francisco 5th April, Case Oil-Standard Oil Co.

June - Kuchinetza 12th June, Coal -

I NOTICE TO ROWLOOM RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at the following store :-KOWLOON B OOK STALL, Ferry Wharf. Messrs. H. RUTFONJEE & S.9NS, Kowloon Store, No. 33, Elgin Road. Messrs, HUNG CHEONG, Elgin Road. Mr. AH YAU, Hougkong Ferry Whart Stall

"THE QUEEN OF TABLE WATERS," HAS BEEN AWARDED

The Royal Prussian

State Medal, 1902

Gold Exhibition-Medal.

Düsseldorf, 1902

GRAND PRIX, St. Louis, 1904.

Innual Sale 30,000,000 Bottles

The Devanha, with the English mail of the 29th May, left Singapore on Friday, the 19th inst. at 6 p.m. and may be expected here on or about Wednesday, the 24th inst. at 8 a.m. This packet brings replies to letters despatched from Hongkong on the 28th April, and the parcel mails closed in London for despatch by the all sea route on the 20th May, and for despatch overland on the

in London for despatch by the alless foute on the 27th May.	•		CLOSING QUOTATIONS. June 20th.
POB	PBB		Or LONDON.
Shanghai, Yokohama, Koba and Moji,	Namsang	Monday, 22nd, 11.0 A.M. Monday, 22nd, 1.15 P.M.	Telegraphic Transfer
The same of the sa	Shaohsing	Monday. 22nd, 3.00 P.M.	Bank Bills, at 30 days sight1/10;
Swatow and Shanghai	Kwongadng	Tuesday, 23rd, 10.00 A.M.	Rank Bills at 4 months sight 1/10:
City Danema and Calcults	Catherine Apoar	Tuesday, 23rd, 10.00 A.M. Tuesday, 23rd, 10.00 A.M.	Credits, at 4 months' sight
Singapore, Penang and Colombo	Tricate	Tuesday, 23rd, 10,00 A.M. Tuesday, 23rd,	Documentary Bills 4 months sight 1/10;
	, , ,	Printed Matter and Sam-	Bank Bills on demand
		ples	Credite, at 4 months' sight2354
EUROFE, &c., India via Tuticoriu		Registration 10.00 A.K. Kegistration, with late.	On General
Darlama 10 conta la conta contaca contaca con esta [	Tonkin	fee of 10 cents, up to	On New York
Tattave mosteri in all the Pillar Boxes i		10.15 a.m.) fregistration, Kowloon	Bank Bills, on demand
in time for the first clearance will be included in this contract mail.)	_,	B.O 10,00 A.M.	On BOMBAY.
		No isto iec.	Telegraphic Transfer
	Ì	Letters 11.00 A.M. Tuesday, 23rd, 1.00 P.M.	Bank, on demand
Bwatow, Amoy and Foochow	Haiching	Tuesday, 23rd, 1.00 P.M. Tuesday, 23rd, 1.15 P.M.	ON CALOUTTA.— Telegraphic Transfer
MacaoBhanghai and Chinking	Sur Tar	Tuesday, 23rd, 300 P.M.	Bank, on demand189
The second secon	Taming	Tuesday, 23rd, 8.00 P.M.	ON SHANGHAL-
Keelung, Shanghai, Moji, Kobe, Yokkaichi, } Shimidau, Yokohama, Victoria and Seattle	Kaga Maru	Tuesday, 23rd, 300 P.M.	Bank, at sight
Shimidan, Yokohama, Victoria and Seatte)	Sui Tai	I was a first to take the same	OR YOKOHAMA On demand
Batavia, Cheribon, Samarang, Scerabaya and	Tjilatjap	- 0745- 1000 + s-	ON MANULA On demand Pesos 901
TE GOTTORY and an innegal better ber ben er terre J	Thursday tours		ON SINGAPORE.—On demand
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, and		Thursday, 25th, 11.00 A.M.	ON HAIPHONG.—On demand82 p.c. p.
Malhanna Adalaide, Perth Hobart, Laun-	Aldenham	Thursday, which trick nimi	On SAIGON.—On demand 8 p.c. p.
ceston, and New Zealand	Dec Const	Thursday, 25th, 1,15 P.M.	ON BANGKOK.—On demand
Macro enterentereterte enterenterenterenteren	Sui Tai	T-34-4 96+k	1 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
		Printed Matter and Sam- ples	BAR SILVER, per Os251
SHANGHAI, NAGASANI, KOBE, SHIMIDZU,		Registration 10.00 A.M.	OPIUM.
YOROHAMA, HONOLULU and SAN FRAN-		(Registration, with late	
AT 0.00	America Maru .	fee of 10 cents, up to	June zvia
(Supplementary mail on board up to the time fixed for departure of the mail,		10.45 A.M.)  Registration, Key loon	Quotations are:— Malwa New \$975 per picul.
Extra Postage 10 cents)		В.О10.00 д.м.	Malwa Old 31005
		No late to	Malwa Older \$1030
		Letters 11.00 A.M. Friday. 26th. 1.15 P.M.	
MAGEO CONTRACTOR OF CONTRACTOR	Vuentana	Criday. 26th. \$.00 P.M.	Persian extra due
	Zofiro	Saturday, 27th, 10.00 A.M	Patna New Pli4/2 per ches
Minoappre Penang and Calcults	Fooksang	Catanday 97th	Banaras Naw 51050 ,,
The Annual Tradition of the Contract of the Co		Prince Matter and Same	Panares Old in ter in -
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)	· · · · · · · · · · · · · · · · · · ·	Dies assesses 10,00 A.M.	
(Supplementary mail on board up to the		Registration 10.00 A.M. (Registration, with late	PASSENGERS ARRIVED.
time fixed for departure of the man	Anandia	fee of 10 cents, up to	Per Kwonquang, from Shanghai, &c., M
Extra Postage 10 cents.) Letters posted in all the Pillar Boxes	Arcadia	10.45 A.M.)	Whitehead and Mr. Lawson.
in time for the first clearance Will be		Registration, Kowlcon B.O. 10.00 A.M.	Per Tjibodas, from Macassar, Mr and h Sinni and child, and Mr R. Böde.
included in this contract mail		No late fee.	Per Haiching, from Cosst Ports, Mr., N
The Parcel mail will be closed on Friday, the 26th instant, at 5 p.m.		Letters 11.00 A.M.	and Miss F. Dos Lantos, Mrs Lafferty & chi
<b>14</b>	Sur Tar	Saturday, 27th, 1.15 P.M.	Mrs Gray, Mrs Ramsey, Messrs. O. Hori s. S. W. Wolfe.
Manila, Zamboanga, I hursday Island, Cook- town, Cairns, Townsville, Brisbane, Sydney.		Saturday, 27th, 8.00 P.M.	DEPARTED.
Debart lannesion, New Zestand, Mei-	Changela	Baturday, 27th, 0.00 r.m.	
bonne, Adelaide, Perth and Fremantle	· · · · · · · · · · · · · · · · · · ·	****	2 children, E. C. Hallman, A. Hefti, M. Dizon, W. L. Bramwell, J. M. Surtzer,
		-:JULY:-	Amas, W. Jones and E. B. K. Hunt.
Reelung, Moji, Kobe, Yokkaishi, Shimidau,	Tremont	Wednesday, 1st, 19.00 A.M	THE PARTY OF THE P
Yokohama, Victoria and Tacoma		Wednesday, 1st,	STEAMERS PASSED THE CANAL
		Printed Matter and Eam-	May 30th — Montgomeryshire, Saxon June 3rd — Elizabeth Rickmers. 6th
EDROPS, &C., INDIA VIA T'DTICORIN		ples	Agamemnon, Liberia, Ningchow, Nubia, Qu
IT ATA TACTATA 11:00 TO 11 30 A.M. ELECTO	[ ]	Registration, with late	i   Olga, - 10th—Benlarig, Gienturret, Color
Peatage 10 cents) (Letters posted in all the Pillar Boxes	l	10.45 A.M.)	Maru. 13th-Tudor Prince, Kaisow, Kamaki Maru. P. E. Friedrich, Sanuki Maru, Sile
in time for the direct clearance will be		Registration: Kowloon	(Ger.). Tourdne. 17th-Glenroy, Persia, St
included in this contract mail.)		B.O 10.00 A.M.	20th—Indien, Flintshire, Syria, Parra, Cycle
		No late fee. Letters 11.00 A.M.	June 19th—Tranquebar, Sambia, Suevia,
	Loongrang	Friday, 3rd, 3.90 P.M.	THE LOUIS AT THE PROPERTY OF THE PARTY OF TH
Manila Shanghai, Nagasaki, Kebe, Yok-	1		HIS BRITANNIC MAJESTY'S SHI
basaki Shimidgu, Yokonama, Alquatur,	Sibersa	Friday, 3rd, 5.00 P.M.	IN THE CHINA SQUADRON.
and San Francisco	1	Saturday, 4th, 11.00 A.M.	Alacrity, despatch-boat, 700 tons, 10 gr
MARIS, NAGASIKI, AUSS, YUKUHAM		7741 7000 4 70	3000 h.p., Comdr. C. T. Fuller, Japan
VICTORIA and VANCOUVER (B.C.)	Monteagle		Astraea, 2nd class cruiser 4360 tons, 10 gr
		Saturday, 11th, Printed Matter and Sam-	7000 i.h.p., Captain F. E. C. Ry en route Weihaiwei
		Dles	Redford British cruiser, Capt. S. E. Ersk
AMOY, SHANGHAY, NAGASANI, KOBE, YONG		Registration 19.00 A.M.	R.N., Japan
TANDEST NAME OF THE PROPERTY O	l i	(Registration, with late	
Annalementary mail on board up to the	S. Curium recoriouses	10 45.A.M.)	kong
time fixed for departure of the mult.		Registration, Kowlon	Britomart, gunboat, 710 tons, 900 hp., Lie
DAMO A MILED A		B.O10.00 A	Comdr. F. B. Noble, Hongkong
		Letters IL00 A.M	Cadmus, British sloop, 1070 tons, Comdr. B. Majendie, Shanghai
Manila, Friedrich Wilhelmshafen, Simpson-	1 12. 1		Clie, British sloop, 1070 tons, Comdr. C.
Lafan Horbortshohe Matubl. District.	11	Thursday, 16th, 4.00 P.M	S. Raikes, Japan
Sydney. Hobart, Launceston, New Melbourne, Adelaide,	Prina Waldemar.	Amusoner, Aven, 200 and	Fame, torpedo-boat destroyer, 310 tons, guns, 5700 h.p., Lieut-Comdr. Gress

Perth and Fremantle ..... Mails for \*Canton, \*Wechow and \*Bamsets will be closed on week-day at 7,30 .m. and at 6 p.m. until further notice. -A Mail for Macao is despatched per s.s. Sui An on week-days 7.15 a.m. on Sundays the mail for Macao is closed at 8 a.m.

Zealand, Dunedie, Melbourne, Adelaide,

Mails for NAMIAO, and EUABUR, are closed every week-day at 6 p.m.,
Mails for "Konomoon, and "A Duchuk, are closed every week-day at 5 p.m. Eundays the mails are closed at 9 a.m. No mails are despatched to these places on Paturday evenings, unless previously notified.

MONTY LETTERS-The Post Office declines responsibility for unregistered let taes containing bank notes or jewellery, and where Registration has been neglected WILL MAKE NO

ENQUIRIES into alleged losses of such (Postal Guide 121.) Local Deliveries:-Separate boxes have been provided for posting Correspondence for the Kent, armoured, 9800; tons, 14 guns, 22000 Town, Kowlcon, and the Peak. The Poxes are under the Window at the East end of the Verandah

RESISTRATION.-Correspondence can be registered for mail to Europe, Canada, and America up to one hour before the time of closing, With a late fee of 10 cents, registered articles for desparch by these packets will be accepted up to a quarter of an hour before the time of closing that ordinary mail; Registered mails to Shanghai, Japan, Straits, and India, Manila and Australia by other than contract puckets close half an hour before the ordinary mail, and to the coast perts up to a quarter of an hour before the ordinar m ails.

TO CONVINCE YOU.

WINE & SPIRIT MERCHANTS.

TO-DAY, Bale, Crown Land, Public Works Dopt. 8 p.m. TO MOBBOW. Sale, Sundry Old and Surplus Naval and Violualling Stores, at Naval Katablishments, Mesera. Hughes & Hough, 10 a.m.

# COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

	CHORING MODIVITIO	Titra
		June 20th
Ox	LONDON.—	
· ·	Telegraphic Transfer	1/10
	Bank Bills, on demand	1/10.4
	Bank Bills at 30 days sight .	1/101
₹.	Bank Bills, at 4 months night	1/104
,	Credits, at 4 months' sight	1/101
	Create at a months again.	~h+1/10}
<u>.</u>	Documentary Bills 4 months at	Runn 103
On	PARIS	231
. 7	Bank Bills on demand	
	Credita, at 4 months' sight	235 }
On	GRRHANY	
	on demand	1871
On	NEW YORK	11 32
	Bank Bills on demand	
	Credits, at 60 days sight	46
-UM	ROWRLY -	
"	Telegraphic Transfer	1384
	Bank, on demand	
Δ.	CALOUTEA.	
ON	Telegraphic Transfer	1994
	Bank, on demand	189
		40. 911100
UN	BHANGHAI.—	741
	Bank at sight	741

Per Kwongsang, from Shanghai, &c., Miss Whitehead and Mr. Lawson. Per Tibodes, from Macassar, Mr and Mrs Steamship Companies Sinni and child, and Mr R. Böde. Per Haiching, from Coast Ports, Mr., Mrs. and Miss F. Dos Lantos, Mrs Lafferty & child Mrs Gray, Mrs Ramssy, Messrs. O. Hori ald 8. W. Wolle.

DEPARTED. Per Rubi, for Manila, Mrs Peyton Carter and ohildren, E. C. Hallman, A. Hefti, M. D. Dizon, W. L. Bramwell, J. M. Surtzer, C. Amas, W. Jones and E. B. K. Hunt.

STEAMERS PASSED THE CANAL. May 30th - Montgomeryshire, Saxonia, June 3rd - Elizabeth Rickmers. 6th -Agamemnon, Liberia, Ningchow, Nubia, Queen Olga. 10th—Benlarig, Glenturret, Colomba Maru. 13th-Tudor Prince, Kaisow, Kamakura Maru, P. E. Friedrich, Sanuki Maru, Silesia (Ger.), Tourdne. 17th-Glenroy, Persia, Sikh. 20th—Indien, Flintshire, Syria, Yarra, Cyclops

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 700 tons, 10 guns, 3000 h.p., Comdr. C. T. Fuller, Japan Astraea, 2nd class cruiser 4360 tons, 10 guns, 7000 i.h.p., Captain F. E. C. Ryan, en route Weihaiwei

Bedford, British cruiser, Capt. S. E. Erskine, Bramble, gunboat, 710 tons, 900 i.h.p. Lieut.

Comdr. Hon. B. O. D. Bridgeman, Hong-Britomart, gunboat. 710 tons, 900 hp., Lieut.-Comdr. F. B. Noble, Hongkong Cadmus, British sloop, 1070 tons, Comdr. B.L. Majendie, Shanghai

Clie, British sloop, 1070 tons, Comdr. C. D. S. Raikes, Japan Fame, torpedo-boat destroyer, 310 tons, 6 guns, 5700 h.p., Lieut-Comdr. Gresson,

2nd class cruiser, 4360 tons, 10 guns, 7000 i.h.p., Capt. Roland Nugent, Hong-

Handy storpedo-boat destroyer 295 tons, 6 guns 4000 h.p., Lieut.-Comdr. W. H. Dazwall Hart, torpedo-boat destroyer, 295 tons, 6 guns,

4,000 h.p., Lieut.-Comdr. G. C. Dickens, Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3900 h.p., Lt.-Comdr. C. A. Freemantle;

h.p., Capt. G. C. A. Marescaux, Japan King Alfred, British cruiser, Flag ship of Vice Admiral the Hon. Sir Hedworth

Lambton, Commander in Chief, 14100 tons Capt\_L. Clinton-Baker, Japan inshe, river gunbost, 616 tons, Lieut.-Comdr. Sidney H. Tennyson, Yangtsze Merlin, surveying ship, 1090, tons, 6 guns, 1400 i.b.p. Comdr. F. H. Walter, Jesselton

Monmouth, cruiser, 9800 tons, Capt. G. W. Smith, Hongkong Moorhen, river gumbost, 180 tons, 2 gans Lieur. Comdr. C. C. Walcott, West River Nightingale, river gunboat, 85 tons, 240 h.p.,

Lieut.-Comdr. R. S. Roy, B.N., Shanghai Otter, torpedo-boat destroyer, 385 tons, 6 guns; 6300 i.b.p., Paid off Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lient.-Comdr. J. White, West River

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut, Comdr. H. R. Tickell, Hong. Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p. Lieut-Comdr. Alan Dixon, Yangtsze

Taku, torpedo boat destroyer, Bosn, Strath, Hongkong

Tamar, receiving ship, 4600 tons 6 guns,
Commodore Stokes, Hongkong
Teal, river gunboat, 180 tons, 2 guns, Lieut,
Comdr. H. R. Godfrey, Yangtaze
Thistle, gunboat, 710 tons, 900 h.p., Lieut,
Comdr. H. T. Attlay, Shanghai Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 i.h.p., Lieut-Comdr. Stevenson,

Waterwitch, surveying ship, 620 tons, 450 i.h.p. Lieut. Comdr. H. P. Douglas, Port Swet-

Whiting, torpedo-boat destroyer, \$60 tons, 5 guns, 5,900 h.h., Lieut.-Comdr. J. Kiddle, Hongkong Widgeon, gunboat 195, tons, 2 guns, 800 h.p. Lt-Comdr. John F. Knoz, Yangtare

## JOINT STOCK SHABES.

Hongkong, June 19th. PAID UP QUOTATIONS. COMPANY. Ps 200 Nominal. Alhambra Hanks— \$125 | \$755, sellers London £78.19. Hongkong & S'hai... £6 \$51, buyers National B. of China 128. 6d. \$71, sellers

Bell's Asbestos E. A., \$12 \$105, sales China-Borneo Co... \$10 \$61, buyers Ohina Light & P. Co... \$10 \$91, buyers China Provident ..... Cotton Mills-\$10 \$11, sales Hongkong ..... Laon Kung Mow ... Tls. 100 Tls. 771. Boychee .....Tls. 500 Dairy Farm ...... Pocks and Wharves-\$50 \$51, sellers \$50 \$105, sellers H. & K. Wharf & G. H. & W. Dook ..... \$91, buyers New Amoy Dock ... \$61 Shanghai Dock .... Tis. 100 Tla. 80, sellers

Shal & H. Wharf ... Tls. 100 Tis. 2374. \$25 \$18, sellers Fenwick & Co., Geo... \$10‡, sales Green Island Coment, ,210 \$175, buyer! Hongkong & C. Gas... Hongkong Electric... \$16, sales \$95, sellers Hongkong Hotel Co... \$225, sales & b. Hongkong Jee Co..... H.K. Milling Co., Ld. \$100 | Nominal. in liquidation .... \$25, buyers Hongkong Rope Co...

Insurances— \$285, sellem Canton ..... \$93, **sal**es China Fire..... China Traders ..... \$861, buyers \$315, sales chuy. Hongkong Fire ..... Tls. 78, sellers North China..... \$100 | \$790, sellers Union ..... Yangteze ..... Land and Building-\$99, sellera Horgkong Landinv. \$10, buyers Humphrey's Estate | \$26 sales Kowloon Land & B: Tls, 124. Shanghai Land......Tls. 50 \$48, sellers \$60 WestPointBuilding

Charbonnages ..... Fcs. 250 Peak Tramways ..... \$2, sellers \$10 \\$8, Bellers Philippine Co. ...... Refineries -\$182}, gellera China Sugar ...... Luzon Sugar ...... \$15, sellers China and Manila. \$25, buyers Douglas Steamship. \$29\, sellers H. Canton & M..... 6.\$40. sel'ers Indo-China S.N. Co. \$22.\_ sellers

46/-, sales Shell Transport Co. Star Ferry..... **\$25, 68.10**8 \$15, sellers Do., New ..... \$23, buyers South China M. Post. \$5 | \$6, sellers Steam Laundry Co.... Stores & Dispensaries Campbell, M. & Co. Powell & Co., Wm. .. Watkins ..... \$10 | \$9\frac{1}{2}, aellera Watson & Co., A. S. \$1() \$150, buyers Weissmann, Ld.

\$10 | \$3, sales & buy. \$13, buyers United Asbestos \$10 | \$150, buyers Do. Founders ..... \$10½, buyers Union Waterboat Co.

> VERNON & SMYTH. HONGKONG TIDE TABLE.

HIGH WATER. LOW WATER Hongkong Height. Hongkoog Height Tues. 23 Wed. 21 Thur 25

From June 22nd to 28th, 1908.

255 a 0 6 HONGKONG METEOBOLOGICAL REGISTER.

Hongkong Observatory, June 20th

•	et 4 p.m.	On Date at -	on Dat
Barometer	29.76	29.80 -	29.73
Temperature	83	83	82.
Humidity	78	77 ::	EO
Wind Direction	ESE :	<b>E</b> *	$\mathbf{E}$
" Force	1	3	2
Weather	0	C	G.
Rain		100	

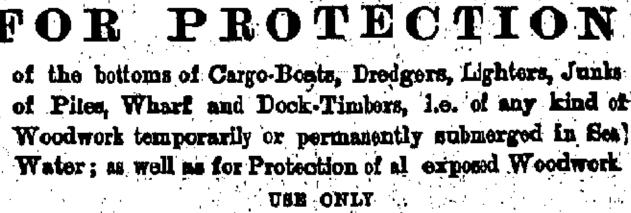
Highest open air Temperature on 19 h ..... 84 Lowest open air Temperature on 19th ..... 78



SHIPPERS CUTLER, PALMER & Co., LONDON

AGENT : LANE. CRAWFORD & CO. HONGKONG

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VESSELS EXPECTED.

Mr. J. Coulthart

Mr. Cruickshank

Mr. R. B. Williams

THE FRENCH MAIL. The M.M. str. Caledonien with the French Mail of the 24th ult. and Mails from London of the 23rd ult. left Saigon on Friday, the 19th inst. at 9 a,m., and may be expected to arrive here this morning, and will leave for Shanghai and Japan on the same afternoon.

\* - THE INDIAN MAIL. The Endo-Chinastr. Kumsang from Calcutta and the Straits left Singapore for this port on the 16th inst., and may be expected here to-day.

THE GERMAN MAIL. The I.G.M. str. Prinz Waldsmar left Sydney on Tuesday, the 2nd inst. at noon, and may be expected here on or about Wednesday, 24th inst. THE CANADIAN MAIL, The C.P.R. str. Monteagle left Vancouver

B.C. for Hongkong via usual ports of call at p.m. on Thursday, the 28th ult. The C.P.R. str. Empress of Japan left Vanconver pin. on Wednesday, the 3rd inst. via the usual ports of call. THE AMERICAN MAIL.

The O. & O. etr. China is due to sail from Yokohama on the 20th inst., and will be due to arrive at this port on the lat prox. MERCHANT STEAMERS. The Glen Line str. Glenstras from London,

&c., left Bingapore on the 16th inst., and may be expected to arrive here to-day. The German str. Borneo left Sandakan on the 17th inst. p.m., and may be expected here to-The N.Y.K. str. Hakata Maru (European

Line) left Shanghai for this port on the 19th inst., and is expected here to day. The J.-C.-J. Lijn str. Tjimahi left Batavia for Biliton on the 15th inst., and may be expected here to-morrow. The N.Y.K. str. Kawachi Maru (European Line) left Singapore for this port on the 19th inst, and is expected here on the 25th inst. The N.Y.K. atr. Tosa Maru (American Line)

left Kobe for this port via Moji and Shanghai on 18th inst., and is expected here on 27th inst. The Ben Line str. Benledi from Antwerp and London, left Bingapore on the 17th inst. for

The E. & A. str. Empire from Sydney, &c., left Port Darwin on the 18th inst. for this port via Manila. The Great Northern S.S. Co.'s str. Minnesota arrived at Yokohama from Seattle on the 15th inst. at 7 a.m., and is expected to arrive here on or about 2nd proximated from New York on the 12th ult., and is due here on or about

Middle of July.

ON SALE

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, July to December On sale at the "Hongkong Daily Press.

Hongkong 98th February 1907

MENOF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN. Kaiser Franz Josef I, Austrian cruiser, 4,303 Liuienschiffskapitaen Wilhelm Pacher

Northern Waters Achéron, armoured gunboat, 1,830 tons, 8 guns, 1,700 h.p., Lieut Bertrand, Saigon Alger, 2nd class orniser, 4,320 tons, 22 guns,

5,100 h.p., Commander Fournier, Saigon Alouette, gunboat, 506 tons, 7 guns, 400 h.p., Commander Badin, Saigon Argus, river-gunboat, 180 tons, 6 guns, 570 h.p., Lieut, Audonard, Hongkong Balonnette, gunboat, 170 tons, Reserve, Saigon Boueller, gunboat, 140 tons, Reserve, Saigon Bruix, armoured cruiser, 4,800 tons, 16 guns,

8,800 h.p., Capt. Roohas, Hongkong Cimeterre, gunboat, 140 tons, Reserve, Saigon Comète, gunboat 500 tons, 6 guns, 500 h.p., Capt. L. Gervais, Saigon Coronade, gunboat, 184 tons, Reserve, Saigon Décidée, gunboat, 630 tons, 10 guns, 900 h.p.,

Lieut, de Linares, Shanghai D'Entrecasteaux, 1st class armoured emiser, 8,200 tons, 26 guns, 13,500 h.p., Captain Thibault, Shanghai Estoc, gunboat, 141 tons, Reserve, Haiphong Esturgeon, sub-marine, 70 tops, 60 h.p., Lieut, Combet. Saigon

Fronde, destroyer, 300 tons, 7 guns, 6,800 h.p., Henri Rivière, river gunbest, 150 tons, 6 guns 152 h.p., Haiphong Jacquin, gunboat, 200 tons, Reserve, Haiphong Lion, gunbeat, 500 tons, Reserve, Saigon Lynz, sub-marine, 70 tons, 6 h.p., Lieut. Marrs,

Baigon Manche, surveying ship, 1,625 tons, 10 guns, 900 h.p., Commander Raget de la Touche, Saigon Mousquet, destroyer, 300 tons, 7 guns, 6,300

Commander de la Roche Kerandraon, Olry, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut, de Maindreville, Upper Yangize Peihe, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Puech, Tongka Perle, sub-marine, 70 tons, 60 h.p., Lieut, Monnier. Saigon

Pistelet, destroyer, 300 tons, 7 guns, 7,000 h.p.; Commander Mortenel, Hongay, Protée, sub-marine, 70 tens, 60 h.p., Lieut. Morrie, Saigon Redoutable, battleship, (reserve) 9,330 tons, 37 guns, 6,200 h.p., Capt. Drouet, Saigon Styx, armonred gunboat, 1,800 tons, 8 guns 1,600 h.p. Lieut. Seriol, Saigon.

Takiang, steam-launch, Upper Yangteze Taken, destroyer, 280 tons, 6 guns, 6,500 h.p.; In Reserve, Saigon Vaulan, torpedo-depot, Commander Mortenol, Veteran, torpedo-depot, Lieut. Bihel, Cap Saint Jacques Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p.,

Lieut, Dumonlin, Siking Vipere, gunbost, 475 tons, Reserve, Saigon Arcona, cruiser, 2719 tons, Captain von Hippe

Furst Bismarck (flagship), 11000 tons, 36 guns, 14000 b.p., Kontre-Admiral Coerper, Shanghai Titis, gunboat, 1000 tons, 10 guns, 1300 h.p., Captain Laus Jaguar, gunboat, 900 tons, 10 guns, 1500 h.p. Captain Graf von Possdowsky-Webner

Leipzig, orniser, Captain Engel Luche, gunboat 850 tons, 10 guns, 1344 hsp. Captain Bölken Niche, cruiser, Captain Langemak Tiger, gunboat, 900 tons, 10 guns, 1300 h.p., Captain v. Koss

Tsingtan, gunboat, 170 tons, 5 guns, 1300 h.p. Captain Ross Vaterland, gunboat,—tons, 3 guns, 500 h.p. — Captain Toussaint Vorwaerts, gunboat, First Lieut. Riechers

Vesuvio, cruiser, 2145 tons, Baron de Sain Pierre

Rio Lima, cruiser, 720, tone, 7 guns, Macao. UNITED STATES.

PORTUGUESE.

Barry, destroyer, 420 tons, Ens. David Lyons Callao, gunboat, 243 tons, Lt. Guy Whitlock, Chauncey, destroyer, 420 tone, Lt. Frank McCrary, Cavite Chattanoogs, cruiser, 3200 tons, Commander R. C. Smith, Swatow Cleveland, cruiser, 3200 tons, Commander J. T. Newton, Cavite

Colorado, armoured cruiser, 13,680 tons, Captain. S. H. Staduton. Cruising Concord, sumboat, 1710 tons, Commander J. H. Sears, Shanghai Dale, destroyer, 420 tons, Ens. G. V. Stewart Cavite Decatur, destroyer, 420 tons, Ens. C. W Nimits, Cavito

Denver, oruiser, 3200 tons, Commander W. B. Caperton, Shanghai Galveston, cruiser, 3200 tons, Commander B. W. Hodges. Manila Helena gunboat, 1392 tous, Commander R. M.

Hughes, shanghai Maryland, armoured cruiser, 13,680 tons, Capt. C. Thomas, Cruising Mchican, (station ship), Lieut. Commander M.

Monadnock, monitor, 4000 tons, Lt. Commander Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd, Pennsylvania, armoured cruiser, 13,680 tons Capt. A. Ward, Cruising

Quiros, gunboat, 350 tons, Lt. H. P. Perrill, Rainbow, (Rear-Admiral Hemphill's fisg ship). Comdr. E. E. Wright, Shanghai

Printed and Published by BERTRAM A. HALE for the Concerned of 10A, Des Vonz Read Central, Victoria, Hongkong, London Office, 131 Fleet Street, E.C.